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ROTHERHOOD OF LOCOMOTIVE  
FIREMEN AND ENGINEMEN'S

*Magazine*



JUNE • 1957

VOLUME 142 No. 6

WHOLE LIFE PLAN

FIFTEEN PAY LIFE PLAN

TWENTY PAY LIFE PLAN

THIRTY PAY LIFE PLAN

WHOLE LIFE PAID AT AGE 65 PLAN

TWENTY YEAR ENDOWMENT PLAN

ENDOWMENT AT AGE 60 PLAN

ENDOWMENT AT AGE 65 PLAN

TWENTY PAYMENT ENDOWMENT AT AGE 65 PLAN

RETIREMENT INCOME AT AGE 65 PLAN

ENDOWMENT AT AGE 70 PLAN

FIVE YEAR RENEWABLE AND CONVERTIBLE TERM PLAN

ACCIDENT INDEMNITY

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## A Great Record of Service

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Beneficiary Cash Surrenders, Dividends, etc. ....	4,788,553.22
Mutual Insurance Death Claims .....	1,325,213.65
Mutual Insurance Cash Surrenders, Dividends, etc. ....	594,264.62
Funeral Benefit Claims .....	843,799.03
Accident Indemnity Claims .....	1,489,509.69
Pension Allowances and Refunds .....	2,602,956.05
Widows' Pension Allowances and Refunds .....	385,837.17
Disability Benefit Allowances .....	5,164,851.13
Benevolent Allowances .....	5,960,654.72
Benevolent Allowances from General Fund .....	584,699.15
Consumptive Fund Allowances .....	1,131,357.58
Relief Fund Allowances .....	4,519,619.67

TOTAL, ALL FUNDS ..... \$121,605,212.08

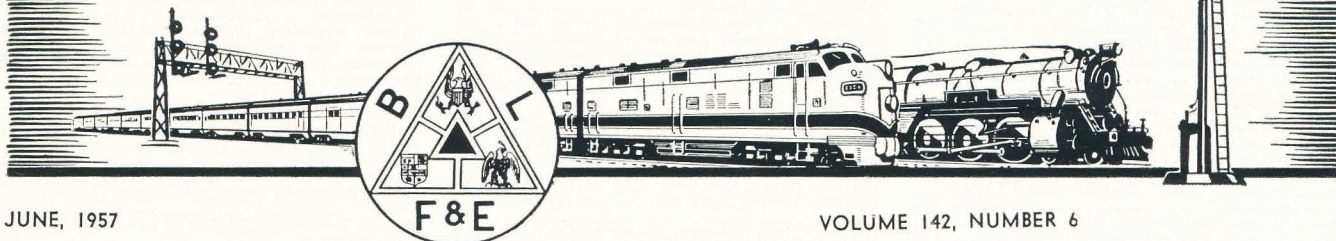
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BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS  
**INSURANCE DEPARTMENT**

CLEVELAND 15, OHIO

# BROTHERHOOD OF LOCOMOTIVE FIREMEN and ENGINEMEN'S MAGAZINE



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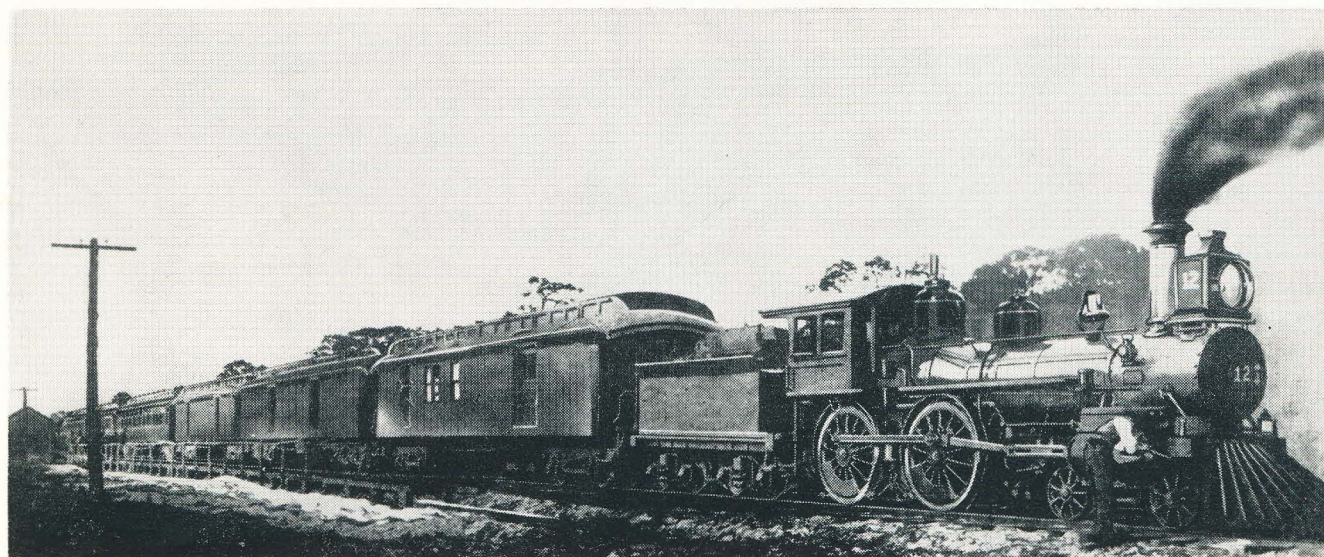
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PASSENGERS ON THE ILLINOIS CENTRAL'S "PANAMA LIMITED," crossing cypress swamp region north of New Orleans, are shown a blue channel catfish caught by a native fisherman.

# Health Security Program

By H. E. GILBERT

THE Mediation Agreement of November 20, 1956, made provision for the payment of a hospital, medical and surgical plan. Should our Brotherhood elect to establish such a plan, the carriers shall make monthly payments to a health security fund to be established prior to November 1, 1957, which will be used to purchase hospital, surgical and medical benefits.

The health program objective of our Brotherhood is to develop a comprehensive program that will provide our members and their dependents with a maximum level of health security and at the same time will meet the constantly rising cost of hospital and medical care. Your International President and members of the BLF&E Subcommittee are giving a considerable amount of time to the development of such a program and to data supplied by our members on the mail questionnaire. The data, we believe, will serve as an excellent guide in developing a program most needed and desired by our membership. Approximately 22,000 questionnaires have been returned, which is indicative of the interest our members have in this program.

Employee health benefit plans are not a recent development. Our industry, in fact, established the first major medical care program in the United States. In 1868 the Southern Pacific Railroad Company set up the first industrial employee health benefit program, and a year later opened its own hospital in Sacramento, California. Today the Southern Pacific Railroad Hospital Association, which is the successor organization to the one established in 1868, now operates a modern, fully equipped hospital in San Francisco and a tuberculosis sanitarium in Tucson, Arizona. Earlier health programs were established by fraternal and mutual aid groups patterned after the English friendly societies. Some of these early fraternal programs eventually became insurance companies. Others, of course, assumed functions which were "industrial" in character and became our first trade unions.

It is of historical significance, for example, that the Pennsylvania Society of Journeymen Cabinet Makers of Philadelphia was one of the very first benevolent societies when organized in 1806. About twenty-three years later, in 1829, this group became one of our first trade unions.

It was, however, the railroad and mining industries that gave the impetus in the mid-1800's to what are our present-day employee and dependent health benefit pro-

grams. In 1872, for example, the Missouri Pacific Hospital Association was established, to be followed by the Northern Pacific Hospital Association in 1882. Employee benefit programs were commonplace in our industry by 1900.

Today virtually all of the early industrial health programs have been brought into collective bargaining and established under provisions of labor-management contracts.

Full protection against all the economic hazards of illness is our ultimate objective. In this respect some progress has been made by labor organizations relative to hospital care. The trend today is toward broadening of benefits and uniform plans. The program contemplated by our Brotherhood is in keeping with this trend. For surgical care provided hospitalized patients, protection on a fee allowance basis is the prevailing pattern. Physicians' services for other than surgical care are not as frequently a part of present day programs as would be desirable. Home and office physicians' care is usually lacking in most current programs.

There are three alternative approaches to health benefits:

1. The cash indemnity approach which provides allowances to help meet the costs of illness. In my

opinion this approach leaves much to be desired because it is not designed to meet the full cost of those selected items of illness expense for which we hope to provide benefits.

2. The most common approach—and to me the most feasible—is through service benefit plans, because more of our members and dependents would be protected under this type of plan. Also, under such plans hospital bills can be covered in full. In localities where physicians have agreed to a given fee schedule as full payment for their services for persons under a given income ceiling, the cost of physicians' services can be fully covered. Where such agreements do not exist, the amount allowed can be in relation to the usual fees charged by physicians in the area.

3. Perhaps the most advanced approach is that characterized by full-service hospital programs. Under these programs the physician is paid a salary or retainer fee for which he agrees to provide the services employees and their dependents may need from time to time. There are only a few such plans in the United States. The more notable examples are to be found on the West Coast and in New York City. Very few of our members,

## PROGRAM OBJECTIVE

A comprehensive, uniform plan for all employees (and their dependents) under jurisdiction of the contract held by the BLF&E which will:

1. Ultimately provide full protection against ALL economic hazards of illness.
2. Meet the constantly rising cost of hospital, surgical and medical care.
3. Give highest return for the premium dollar.
4. Provide tax savings in addition to present premiums.
5. Provide continued protection for *members* although they may not be working under jurisdiction of contract held by BLF&E.
6. Be non-cancellable by insurer.

however, live in areas served by plans which can be called full-service programs.

The health program which is being developed by our Brotherhood will incorporate the best features of the best health benefit plans that can be made available to us within the limits of the money allocated for the program.

Our Brotherhood will better know the needs and desires of our members when results of the questionnaires have been tabulated.

Space will be devoted to other phases of our Health Security Program in the next several issues of our monthly Magazine.

# New Book Bares Step-by-Step Methods Leading to State Antiunion Laws

(EDITOR'S NOTE: Excerpts from "How 'Right-to-Work' Laws Are Passed" by John G. Shott and published by Public Affairs Institute, 312 Pennsylvania Ave. S.E., Washington 3, D. C., have been offered in the last two issues of the BLF&E Magazine. In those excerpts, the author traced how antilabor campaigns and propaganda were carried on in Florida and how the antiunion employer associations teamed with politicians and other groups to support a "right-to-work" amendment to Florida's State Constitution. What happened in Florida after the Constitution was amended and an evaluation of the amendment and its effects constitute the closing parts of the book in this issue.)

## CHAPTER V.—THE FLORIDA RIGHT-TO-WORK AMENDMENT: AN EVALUATION

THE widely discussed "right-to-work" movement is possessed of a public interest that is unique in legislation now being urged on state legislatures. Not only have rights in collective bargaining been curtailed for thousands of employers and millions of workers in states that have adopted this legislation, but the rights of thousands more employers and millions more workers are involved in the enactments now being sought in additional states. The forces arrayed on either side are among the most powerful private legislative pressure groups. On the one side are organizations of employers and the American Farm Bureau Federation with huge financial resources and extensive organization in agricultural districts at their command. On the other side organized labor gains authority from millions of working men and women who are united in a common purpose of protecting rights they believe essential to effective collective bargaining.

The local forces that secured adoption of the Florida constitutional amendment were affiliates of the national legislative groups that have pushed the adoption of this legislation in other states. An evaluation of their methods and motives is essential to an understanding of the movement to guarantee the open shop by legislation.

### Manipulation of Public Opinion Against the Closed Shop

The evidence indicates that the agitations against the requirement of union membership for defense and World War II employment did not spring from any general antipathy toward unions. The "grass roots" outbreaks against the closed shop were carefully manipulated affairs, in many instances instigated from the headquarters of national employer organizations.

As a result of these manipulated agitations, misunderstandings on union security provisions were widespread but were more pronounced in the agricultural regions, particularly the South and Southwest. Employers and workers in these areas had had but little experience with organized labor, and in the process of organizing into unions hundreds of thousands of work-

ers from agricultural pursuits, complaints on union practices are understandable. In contrast there seems to have been but few objections from the industrial sections of the country where management and workers were acquainted with the practices of collective bargaining.

The charges against the practices of unions under union security clauses were, in effect, a gigantic smoke-screen which concealed the effort of the employer-Farm Bureau combination to cut down the strength of organized labor. This camouflage had two branches: the "right-to-work" term and the charges of racketeering. The hyphenated term, "right-to-work," is a catchword description of the effort to bring back the open shop. It is a catchword with a double advantage; it gets the movement for the return of the open shop away from the reminder of private warfare so long conducted by employers, and it serves to turn the attention of the public away from the employer objective of weakening trade unions to a concern for the rights of employees. By making the emphasis political—the rights of employees—the basis was provided for legislative action to prohibit union security arrangements.

It was not a new approach for employer organizations to oppose labor legislation on the ground that it would infringe basic rights of employees. Employers opposed legislation on the eight-hour day, minimum wages, the majority rule in the Wagner Act and yellow dog contracts contending that such legislation interfered with the individual's rights. In the "right-to-work" movement employers have spoken feelingly of the right of employees to a job without the necessity of joining a union. The "right-to-work" has been called a basic, inalienable right, a fifth freedom. To these the Florida employer-Farm Bureau combination added that the "right-to-work" is a divine right.

The often-repeated charge that union leaders were racketeers was the other smokescreen used to cover the effort to bring back the open shop. In general, the charges were founded on nothing more substantial than the collection by union officials of fees and dues as provided by union security provisions. The method of these

allegations, both nationally and in Florida, is an example of the big lie technique. By constant repetition, sometimes joined to vague intimations of communistic leanings, these accusations became a dark shadow, without content or support, that frightened voters who were unacquainted with the facts. Such tactics must be judged a significant factor in the outcome of the Florida referendum.

In one state a major racketeering charge was found groundless. A Kansas legislative committee found that prevailing fees and dues policies of unions generally were in keeping with union regulations and bylaws. The higher fees in the building trades unions and union control of the job were the source of the complaints of "excessive fees, racketeering, paying for the privilege to work for the government." The committee concluded that the complaints against unions largely resulted from misunderstandings of the policies and practices of unions.

In Florida it was not an accident that the Farm Bureau and the Attorney General were the most frequent users of the racketeering and other unfounded charges. The strength of both was in rural Florida where the farm owners, fearing the organization of agricultural workers into unions, were the group most likely to be influenced by such allegations. Apparently the Farm Bureau and the Attorney General believed the absence of supporting evidence could be concealed if the language of the criminal element of society were invoked to describe union activities.

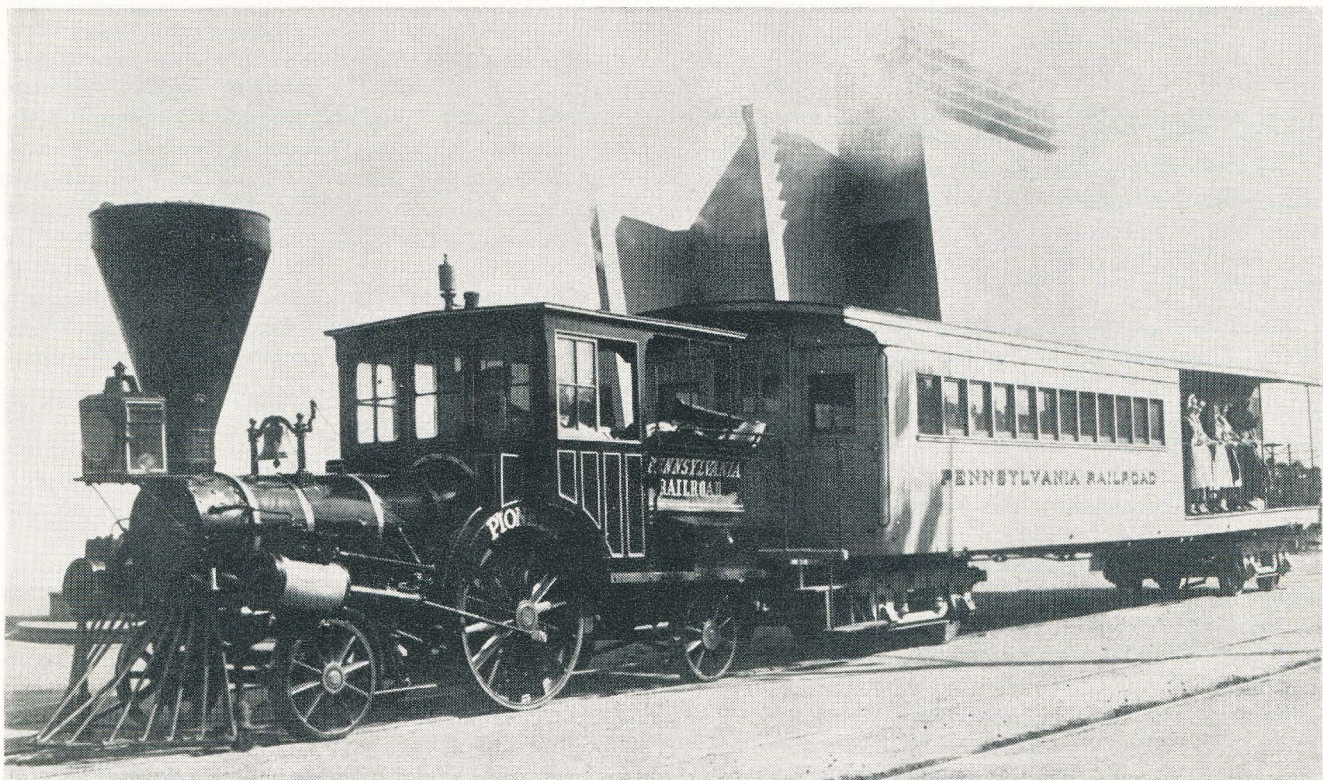
The propaganda appearing on the national radio networks and in the press had a very important effect on local situations such as Florida. Newspaper editorials and syndicated columns printed unsubstantiated,

inflammatory allegations about "labor bosses" and racketeering practices on projects remote from Florida. Florida newspapers and speakers used this propaganda as the basis for the denunciation of labor leaders. In one instance they were described as "arrogant and avaricious men."

#### Forces Behind the Florida Constitutional Amendment

It required a four-year effort by a coalition of employer and agricultural organizations to secure the adoption of the constitutional amendment outlawing union security provisions. Three powerful forces in the state, Attorney General Watson with the prestige of his office and the use of his political organization, the Associated Industries of Florida and the Florida Farm Bureau Federation joined to secure the adoption of the amendment, first by the legislature and later by the electorate. Watson was a prime mover in the fight for the amendment and took a prominent role in keeping the question before the public over the 1941-44 period. However, in view of the Attorney General's close association with employer groups, he cannot be considered an independent factor in the campaign. The employer organizations were the dominant force in the campaign and accounted for the amendment's passage in the state legislature. The Farm Bureau appears to have been the decisive factor in the rural majority for the amendment.

In addition to the ban on union security, the Associated Industries of Florida and the Florida Farm Bureau Federation also secured the adoption of other legislative curbs on the activities of organized labor. These Florida enactments were some of the first extensions to the states of curbs on labor unsuccessfully



**COACH WITH A VERANDA.** Although it lacked the comforts and conveniences of today's observation and dome cars, this coach with a "balcony," turned out by the early-day car builders, gave railroad passengers a wide open view of the scenery. However, it apparently wasn't popular for it never came into general use. The car is shown with another museum piece, a locomotive built in 1851 by Seth Wilmarth in Boston, Massachusetts, for the Cumberland Valley Railroad, now a part of the Pennsylvania. The engine was retired in 1880.



THIS IS A PICTURE SHOWING GOVERNOR ALBERT D. ROSELLINI, OF THE STATE OF WASHINGTON, signing House Bill No. 180, which in effect is a railroad sanitation regulation. Introduced by State Representatives A. L. Rasmussen and Harry S. Elway, sponsored by the railway brotherhoods and passed in Washington State during the Thirty-fifth Session.

urged on Congress by the national employer organizations and the American Farm Bureau Federation.

#### **Motives of the Forces Supporting The "Right-to-Work" Amendment**

The force behind the campaign to make union security provisions illegal in Florida was the resistance by organized employers and the Florida Farm Bureau Federation to the growth in bargaining strength of organized labor. Despite the protestations of spokesmen for the employer-Farm Bureau combination about their concern for the rights of the worker, other utterances and actions by the proponents of the legislation left little doubt as to the purposes which the legislation was intended to serve.

The Florida employer organizations and the Farm Bureau, signatories to the "united request" to the state Senate to pass the amendment, declared they wanted protection against "arbitrary control" by labor. They proposed to get this "protection" by eliminating what they called the "obstructive" closed shop. In another statement the president of the Associated Industries of Florida advised the legislature that he was opposed to the closed shop because it would dominate his business.

By his actions and utterances Attorney General Watson made it clear that the amendment making the closed shop illegal was a means of weakening existing labor organizations and preventing the extension of collective bargaining to other industries. Watson's purpose was indicated by his cooperation with the Associated Industries of Florida, the Christian American Association, and the Florida Farm Bureau Federation, each of which was known to be opposed to the growth of organized labor. Moreover, the Attorney General's plan to combat the spread of unionism in southern states, his

importation into Florida of a private open shop organization to enforce the amendment by strong arm methods, his warning to the Miami Beach hotel owners against signing closed shop agreements with union organizers and numerous other pronouncements all indicated an intention to undermine the labor movement of the state.

The Florida Farm Bureau made common cause in fighting the closed shop, as a Farm Bureau spokesman expressed it, with "all other industries," because to the Farm Bureau such legislation was a means of hindering the growth of labor organizations. The Farm Bureau claimed it sought "democratic and legitimate control of trade unions through legislation." It wanted to put "the selfish labor dictators out of business and free labor of their obstructive and offensive control. . . ." The Farm Bureau desire for the regulation of trade unions reflected its concern that a strong labor movement would organize thousands of agricultural and food processing workers into unions. Not answered in the campaign was the often repeated charge by the unions that the anticlosed shop amendment was backed by large plantation owners and operators of turpentine and lumber camps because the amendment was a means of keeping wages low.

In 1955 the state of Florida published a newspaper supplement advertising the advantages of Florida for industries seeking locations. One advertisement by the St. Petersburg Chamber of Commerce lists the "right-to-work" amendment as a basic factor in a favorable manpower situation. The surplus of labor was joined to the problem of labor costs by assurance to industries that "this vast supply of labor can pay handsome dividends." Thus, the attraction to industry of a location in Florida—the surplus of labor (unemployment) and lower labor costs (wages)—appears to be linked directly to the "right-to-work" constitutional amendment.

Industry has not moved to the South because of any concern for the rights of workers. The basic labor considerations for industrial migration are well known—a surplus of labor, weak or non-existent labor organizations and the resulting lower labor costs. It is apparent that an association of Florida employers in 1955 offered the “right-to-work” constitutional amendment as a guarantee that such labor considerations would continue to prevail in Florida.

### Union Defense of the Closed Shop

Considering the forces arrayed against them it was no small achievement for the Florida unions to come within one vote of preventing the passage of the constitutional amendment by the state Senate. However, its adoption by the legislature was a major defeat for the unions in their three-year resistance to the employer-Farm Bureau program for the return of the open shop.

After action by the legislature, the situation required a positive and sustained statewide program to acquaint the public with labor's position on union security. The union campaign in the two months prior to the election was intensive and undoubtedly helped the union cause. But the unions were unable to organize and sustain a program over the eighteen months prior to the state referendum to inform the public of the merits of their case.

There were several reasons for labor's failure to present effectively their opposition to the constitutional amendment. The narrow jurisdiction of the proposal probably was a contributing factor. The Wagner Act was in force and the closed shop was legal in industries engaged in interstate commerce, notwithstanding any state law.

Secondly, the preoccupation of Florida's labor leadership with other activities precluded any wholesale direction of labor's energies to the fight against the amendment. These activities included such matters as efforts of labor leaders to increase war production, organization of hitherto unorganized workers in expanding defense industries and day-to-day administration of a greatly expanded membership. In this situation there was substance to the unions' insistence that the employer groups were taking advantage of the application of labor's energies to the war effort.

Perhaps the most important reason for the failure of the unions to establish an effective counter propaganda was the nature of the closed shop question itself. It was easy to charge unions with selling jobs where workers had to join a union and pay initiation fees and dues before going to work. Jobs were not sold, of course, as the Kansas legislative committee pointed out. But the presentation of an effective explanation in Florida, as in other states, required that the voters be informed on such matters as the following:

(1) The justification of union security as a principle of trade union policy, (2) the different forms of union security, (3) the adaptation of union security clauses to the needs of specific industries, (4) the role of the individual in collective bargaining.

In short, an effective statement of labor's position on union security provisions constitutes a program of adult education on some of the basic principles of trade union-



### ARE BIG ONES IMMUNE?

ism. The unions were unequal to this task during the abnormal conditions of war.

### Florida in the Geographic Pattern of "Right-to-Work" Laws

Restrictive labor legislation, including the outlawry of union security provisions, has followed a pattern of acceptance by predominantly agricultural states and rejection by states predominantly industrial. Florida, an agricultural state with little manufacturing, conformed to this pattern in adopting the “right-to-work” amendment and other restrictive legislation.

In general, the Florida vote on the amendment both in the state legislature and in the popular referendum followed a city versus rural division. The voters and the legislators of the city areas had some understanding of collective bargaining and opposed the amendment. The voters of rural areas knew little of bargaining practices and supported the proposed legislation.

It appears highly probable that the amendment would not have received the required constitutional majority in a legislature where representation was proportional to the population of city and rural districts.

### Compliance With the Amendment

Following enactment of the amendment the Attorney General frequently conceded there was widespread failure by labor and industry to eliminate union security arrangements. While pleading for employers to take action Watson strongly implied that responsible state and county officials were not interested in enforcement. Moreover, newspaper comment strongly indicated that the amendment was a dead letter.

But one observer wrote in 1953 that the amendment has had serious effects on the activities of organized labor. In these comments it was pointed out, however, that the law has not had equally serious effects on all crafts. In collective agreements in the skilled trades where the employers can get workers only through the unions there is no mention of the closed shop, but the result is the same. The same writer found that the in-

ability to negotiate union security clauses caused serious difficulties in organizational work in the unskilled trades.

Thus, two results of Florida's constitutional prohibition of union security are indicated: noncompliance by employers and unions in the skilled trades where the employer traditionally has obtained workers through unions, and a serious hindrance to organizational work in the unskilled trades.

Noncompliance with the amendment in the years following enactment raises the question as to why the voters were ready to prohibit practices found satisfactory by labor and management. The answer is that the voters were given no opportunity to understand the role of union security practices in modern industrial relationships. Any possibility of adequate public discussion of the operation of these practices was smothered under allegations of racketeering and pleas for the "right-to-work." Because of this blackout the voters who placed

the amendment in the state constitution could gain little, if any, knowledge of the function of union security clauses.

The evidence strongly supports the conclusion that the employer-Farm Bureau combination sought the elimination of the closed shop as a means of reducing the power of unions in collective bargaining. Also, this combination wanted to blight the prospect that workers in unorganized industries, including agriculture and food processing, would organize to demand higher wages and better working conditions. Despite the indications of noncompliance by employers and employees in many situations it would appear that the constitutional amendment has contributed to these objectives.

The net result for the individual worker seems to be that the amendment has in some cases reduced and in others eliminated the advantages to be derived from collective bargaining.

## A Visitor From the Netherlands

**O**NCE again the Grand Lodge was privileged to entertain a visitor from the old world.

Mr. Willem A. Kieboom, General Secretary of the Dutch Union of Transportation Staffs' Personnel, came to Cleveland on April 19. In the absence of the International President, Assistant President S. C. Phillips and Vice President Homer L. Ellis served as hosts.

This personable and astute young man impressed us very much, particularly with his keen understanding and appreciation of the labor movement in the United States, its attitudes and objectives.

We explained to him the organization and operation of our Brotherhood.

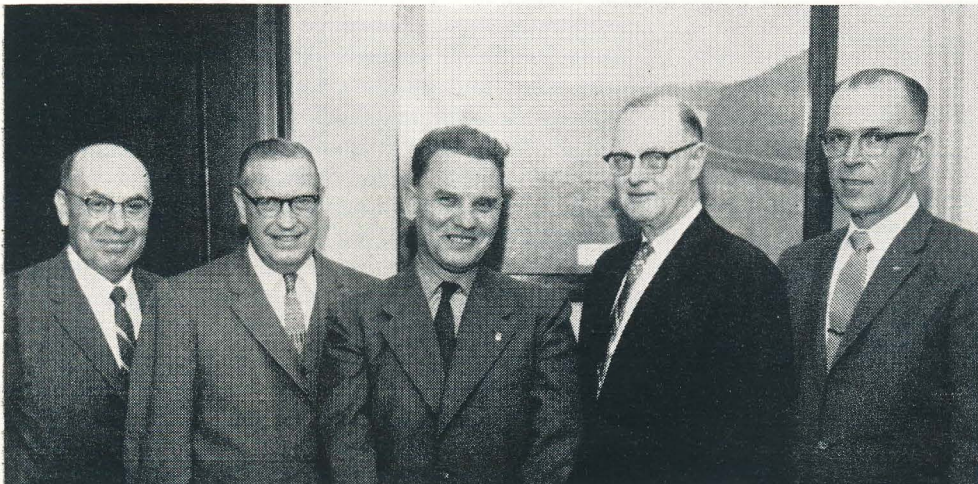
In turn, Mr. Kieboom discoursed with us on the manner in which the railroad workers of the Netherlands are represented by the Transportation Workers' Union. In fact, a general comparative operational discussion ensued. This exchange of views focused special attention on the old world philosophies and traditions as compared to those which constitute a way of life for the American people.

Mr. Kieboom particularly inquired as to the reason why there was more than one organization in the United States and Canada representing engine service em-

ployes. We pointed out to him that such a situation was one of labor's truly great economic wastes and that this Brotherhood had been trying for decades to bring about an amalgamation of the two engine service brotherhoods in the interest of every man who works on an engine. Regrettably, we had to explain that those efforts had been consistently opposed and defeated by the other organization. Mr. Kieboom took with him a copy of President Gilbert's recent letter addressed to the membership, stressing the importance and necessity of having one organization represent all enginemen, as well as a copy of an open letter to the Chief Executive of the Brotherhood of Locomotive Engineers asking him to join with us in helping bring about a merger of the two brotherhoods as a means of best serving all engine service employees.

Later Mr. Kieboom joined us at lunch. Assistant President Phillips, Editor and Manager Whitler, Vice President Ellis and Assistant Chief Clerk Sanderock participated in that activity, as well as in the conferences held prior to and after the luncheon.

We hope that Mr. Kieboom enjoyed his stay in the United States and particularly his visit to the Grand Lodge office of our Brotherhood. We should like to have him come again.



DUTCH UNION OFFICER FROM THE NETHERLANDS VISITS BLF&E GRAND LODGE. Left to right are: Assistant Chief Clerk N. M. Sanderock, President's Department; Assistant President S. C. Phillips; our visitor, Willem A. Kieboom, General Secretary of the Dutch Union Transportation Staff's Personnel; Editor and Manager L. E. Whitler, and Vice President Homer L. Ellis, BLF&E.

# "Crack Down on Labor, But Not on Business," Says NAM

By ALEXANDER UHL

THE National Association of Manufacturers, which has been loudly demanding federal legislation to control union-administered welfare funds, is equally determined to prevent any federal supervision over management-controlled funds.

The old adage "what's sauce for the goose is sauce for the gander" has been thrown to the winds by the NAM which has just launched a violent attack against the Douglas Bill which calls for full disclosure of the operations of welfare funds by both labor and management.

The AFL-CIO has accepted the Douglas Bill and is supporting it. The NAM is perfectly willing to accept that part of it that would subject unions to scrutiny but is savagely attacking that part of it pertaining to management.

Justifying its opposition to the Douglas Bill, the NAM is currently publishing a series of articles written by George T. Fonda, a vice president of the Weirton Steel Company, one of the most notorious antiunion steel companies during the great steel organizing drives of the past.

Fonda's argument boils down to the claim that nothing dishonest has been proved against management, that the federal government should leave enforcement of the laws to the states and that company financed welfare funds—which means 92 per cent—are basically the sole concern of management and that the federal government and especially unions should have no right to scan them.

Fonda is shocked at the thought that management might be forced to "disclose" how it handles these welfare funds. Here is the way he puts it and the things he feels shouldn't be disclosed, as published in the current NAM News:

"Unless action is prompt, company treasurers, industrial relations executives, legal staffs and others—including the insurance and banking industries—who administer the various benefit plans may soon wake up to find themselves called upon to supply a federal agency (and thus their own union officers) with information like this:

"—all salaries and fees charged to the plan, including individuals paid, in what amount and for what purpose.

"—a summary statement of reserves by types of investment.

"—a detailed list of investments in securities or property of all 'parties in interest.'

"—benefits paid to retired employees during the previous five years, by year.

"—personal financial statements of all persons having over-all responsibility for non-funded pension plans."

Far from feeling that supplying such information is an outrage against management-controlled welfare funds, the Douglas bill as well as organized labor takes the position that such information is proper and essential for the honest conduct of welfare funds.

Contrary to the claim that there is no evidence of company mismanagement, as Fonda states, the Douglas committee was told that "collusion exists all along the line" and that there are many questionable practices in management-controlled plans that should be checked.

Bitter labor complaints have been made of huge premiums paid to insurance companies, of favoritism to relatives and friends in the writing of insurance, of unwise investment of funds and of the retention of the profits of investment for the benefit of the companies involved instead of such profit going into the fund itself.

Only recently President James B. Carey of the International Union of Electrical Workers denounced kickbacks, exorbitant commissions, the retention of dividends by companies and similar abuses.

"As far as we know," said Carey, "there could be mess after mess, wholesale crime after crime in management-administered funds—and we can't know about it."

The Fonda-NAM position is that management wouldn't dream of doing such things and that it would be outrageous to sweep all funds "into the prisoner's dock of federal control."

Fonda denies that pension benefits are "wages" and here comes to light a fundamental difference between the NAM and labor position. Fonda's argument is that benefit plans simply represent "the desire of management to improve their human relations" to attract and hold good employees, to provide an orderly method of the retirement of older workers and to give encouragement to younger workers."

Organized labor points out that welfare funds are negotiated, that wages are very definitely involved in them, that welfare funds actually come out of wages since the creation of such funds has generally been accepted in place of higher wage boosts. Thus the pretense that management sets up welfare funds as a kind of charitable "good-will" gesture simply is not true.

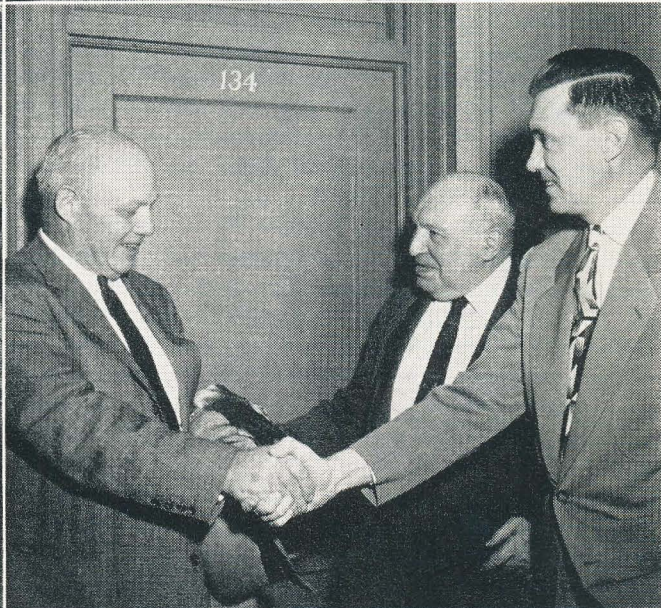
What is now clear is that the lines between labor and management have been sharply drawn over the question of "double disclosure" of the operations of welfare funds.

The next battleground will be in Congress which will have to determine whether only union-controlled funds are subject to disclosure and management-controlled funds to go scot free.

## Railroad Taxes Exceed \$3 Million a Day

For the eighth year in history, taxes of major railroads exceeded \$3 million a day in 1956—Saturdays, Sundays and holidays included. These taxes are mainly income, excess profit and property taxes—federal, state and local. They do not include transportation excise taxes collected for the government by the railroads on passenger and pullman tickets or on freight and express shipments.

## Views of BLF&amp;E National Legislative Conference April 15-18, Washington, D. C.



# BLF&E National Legislative Conference Takes Positive Action in Nation's Capital

**I**N a four-day, precedent-setting conference in Washington, D. C., April 15-18, the National Legislative Board of the BLF&E renewed its drive for progressive legislation and called for full-steam action on many items of pending national legislation.

Through committee reports and resolutions, followed by personal contact work among homestate senators and representatives on Capitol Hill, the state legislative chairmen who assembled for the historic meeting pressed for amendments to the Railroad Retirement Act to increase benefits and adjust inequities and for a Power Brake Bill, which would grant authority to the Interstate Commerce Commission to prescribe and enforce rules pertaining to maintenance of power brakes on trains. The delegates also called for action on a bill to exempt employees' retirement contributions from the federal income tax.

Board members discussed amendments to the Hours of Service Act, which would establish limits on periods of work and extend coverage of the law. They spoke in opposition to the currently proposed amendments to the Locomotive Inspection Act which would, in effect, wreck the present inspection setup. There was floor discussion also of proposed increases in the penalty provisions of the Safety Appliance Acts, the Hours of Service Law, the Locomotive Inspection Act, as well as penalties under the motor carriers' parts of the Interstate Commerce Act.

The state legislative leaders gave support to a Track Motor Car Bill which would establish regulations regarding track motor cars and other self-propelling equipment.

The biggest push was given to the Railroad Retirement Act amendments and the Power Brake Bill. It is hoped that action will be taken during the current session of Congress on both of these measures.

The special parley, called by President H. E. Gilbert, was presided over by A. M. Lampley, BLF&E Vice

President and National Legislative Representative. Lampley made a strong plea for political action by BLF&E lodges throughout the country. He emphasized the need for a year-round voter-registration program, recommending that local lodges set up card systems on all members and eligible voters in their families, and then get everyone registered.

In the opening session President Gilbert told the state leaders, "We are in a political climate not to our liking. . . . How well we emerge from this unfriendly climate depends greatly upon how strongly we fight for what we believe in."

The Brotherhood President expressed the belief that the current hostile attitude toward organized labor was directly responsible for many problems facing the Brotherhood, including the Supreme Court decision of March 25 drastically curbing the right of rail workers to strike over certain grievances. The situation calls for the highest form of representation on the part of our state and national leaders, he reminded.

"Too few people realize the importance of what they can do in this field. They say let George do it. . . . We think too little and do too little in fulfilling our responsibilities in legislative work," he said in urging renewed legislative efforts.

The situation calls for education and understanding, he emphasized, and he added, "If we're right we can't afford to lose our tempers."

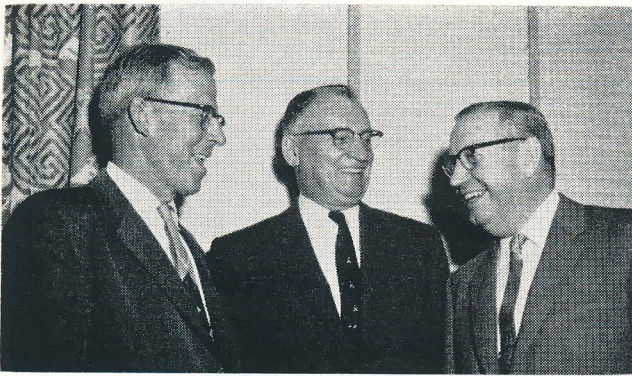
Brother Gilbert reviewed the BLF&E's battle with the Canadian Pacific against the carriers' efforts to eliminate firemen from the cabs of diesel locomotives. That dispute is now being heard by a government-appointed Royal Commission.

He reported that the Brotherhood is doing everything possible to press its case before the Commission, and he warned that the CPR action was only the first step "to foist the elimination of firemen on all railroads."

The BLF&E is backing up its statements to the



BLF&E OFFICERS AND MEMBERS OF THE NATIONAL LEGISLATIVE BOARD in attendance at the Conference held in Washington, D. C.



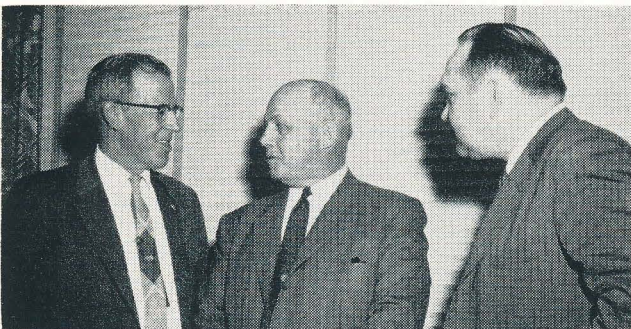
**PLEASANT OUTLOOK ON LEGISLATIVE AFFAIRS** being shared by President H. E. Gilbert, left, Assistant President S. C. Phillips, right, and Chairman F. M. Nelson of the Utah State Legislative Board, at national session in Washington, D. C., recently.

Commission by statistics showing that one-man operations show a pronounced increase in vascular diseases.

"Wherever the operation of engines has become a one-man job, there has been an increase in physical breakdowns and early deaths among engineers," he added. "Insecurity has had its effect and taken its toll."

President Gilbert told the state chairmen that he will continue to push for "a one-engine service organization to serve all organizations." He reported efforts toward amalgamation between the BLF&E and the Locomotive Engineers.

Publicity given to a letter written to Grand Chief Guy L. Brown of the BLE in February outlining a merger proposal brought hundreds of encouraging let-



**PRESIDENT H. E. Gilbert, left, and Vice President-National Legislative Representative A. M. Lampley, right, confer with AFL-CIO President George Meany during sessions of the National Legislative Board in Washington, D. C.**

ters from engineers in both organizations on a number of railroads, he revealed.

"I am now more convinced than ever that an amalgamation is necessary if we are to concentrate our energies and resources on the task of protecting the interests and welfare of all men in the engine service," the president emphasized. He indicated that amalgamation was particularly important for the years of work ahead.

Later in the conference President Gilbert turned to the need for political action in the states, underscoring the importance of bills being sought to authorize public utility commissions to require arrangements to protect workers from the effects of cutbacks in rail service.

"It's a terrible thing when a railroad can abandon properties without giving workers laid off any aid or assistance," he said.

The importance of "register and vote" drives was

also stressed by President Gilbert. He cited the example of the close margin by which Senator John Carroll of Colorado was elected with strong backing from rail unions.

"Our workers voting heavily in that state were the difference between electing a friend and someone who was not," he added.

Harold Heiss, BLF&E counsel, was a conference speaker. He outlined the scope of current rail legislation and urged support for key bills. He gave particular emphasis to the Power Brake Bill, pointing to ICC records which show that nearly 7 per cent of all cars are leaving terminals with defective brakes.

"The railroads have been getting away with this for too long," he declared.

Heiss called for stepped-up opposition to state "right to work" laws and proposals which would impose heavy license fees on representatives handling fraternal society insurance policies, such as those provided by major rail unions.

A highlight of the conference was an address by AFL-CIO President George Meany on Wednesday. As President Gilbert had done in his opening address, George Meany warned those present that labor would face public abuse in the months ahead because of the current investigations.

"Make no mistake," he warned, "we're going to be faced with people on Capitol Hill who, hypocritically pretending to be friendly to labor, will press for laws to render the union movement impotent."

He felt certain that labor would stand up to the present challenge. He recalled the days when the man in a labor union considered himself an underdog.

"Labor is a substantial part of the economy today," he commented. "People in labor unions are no different from those in other organizations."

The AFL-CIO leader stressed the accomplishments of organized labor over the years—achieving safety legislation, workmen's compensation, shorter hours and workweeks, and many benefits. Congress and the state legislatures were compelled to set up standards of work because of the actions of trade unions.

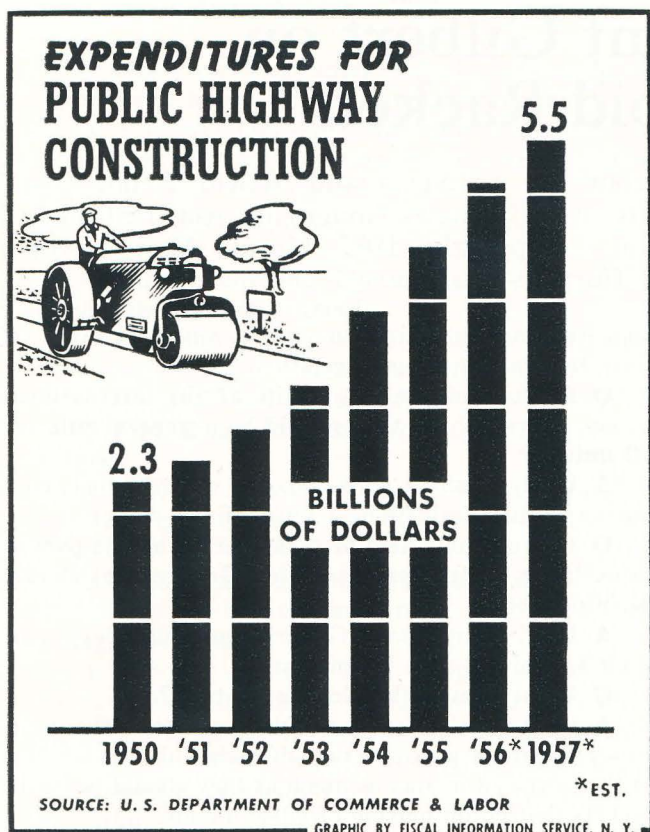
Emphasizing the AFL-CIO's determination to root out wrongdoers in the ranks, Meany said; "Trade unionism is not a business. You don't set it up to make a profit for a few people. You set it up to advance the lot of all members. . . . The money of a union is for the purposes of that union.

"I'm no crusading person. I'm a very practical person. I want to keep trade unions clean."

The AFL-CIO head took note of the BLF&E's recent affiliation with the Federation, welcoming it as "a happy addition."

"I'm happy to have in the organization a group such as we have here today, a group which I have respect for. He praised the Brotherhood's accomplishments and called President Gilbert "an honest-to-goodness trade unionist."

In response to Mr. Meany President Gilbert said; "President Meany, you may be assured the BLF&E will support you wholeheartedly in your objectives of keeping the trade union movement actions and activities above reproach." He praised the foresight of the BLF&E 1947 Convention which voted AFL affiliation,



the Railroad Retirement Board, and Joseph Hayes, general counsel of the Association of Western Railroads.

Statements commending the educational work of the Brotherhood, called attention to the successful cooperative educational efforts of the BLF&E with the BRT. Also there was discussion of the hazards of acid and explosive trucks on the highways, and the matter was referred to state chairmen for appropriate action in each state.

The conference completed a full four days of work, winding up late in the afternoon of April 18. All sessions were held in the Hamilton Hotel in Washington.

## Observance of Fraternal Week June 9-16, 1957

By RAY SCOTT,  
General Secretary and Treasurer

The word "fraternal" has been defined as pertaining to, or involving, (fellow man) brethren. June is again selected as the month in which special emphasis is given to the activities of fraternal societies.

Fraternal Week is sponsored each year by the National Fraternal Congress of America and will be observed throughout the United States and Canada the week of June 9-16, 1957.

This event has been proclaimed by Louis E. Probst, President of the National Fraternal Congress of America.

The reason for proclaiming such a week is to provide members of the fraternal benefit system an opportunity to regroup for the purpose of solidifying the principles of fraternalism, Christianity, and democracy, and rededicating themselves to these principles upon which this nation was founded.

Fraternal activity is designed to benefit not only the fellow-members of the system, but the community in which they live. The theme of fraternity is a unifying force in the civic and economic life of any community.

Appealing for wholehearted observance of fraternal principles and adequate support of Fraternal Week activities, President Probst has issued the following proclamation:

WHEREAS, For many years it has been the custom of the National Fraternal Congress of America to designate one week in each year as FRATERNAL WEEK during which emphasis is placed on the true spirit of fraternalism as carried on by the many societies comprising the Fraternal Benefit System, the week of June 9-16, 1957, is hereby proclaimed as FRATERNAL WEEK!

In connection therewith, it is hereby recommended:

(1) That the national officers of every fraternal benefit society affiliated with the National Fraternal Congress of America advise their lodges and field representatives of the dates of FRATERNAL WEEK and request their wholehearted support of its observance;

(2) That the several State Fraternal Congresses affiliated with the National Fraternal Congress of America give adequate recognition to FRATERNAL WEEK and support suitable programs to bring to the attention of the public the vast fraternal insurance program maintained by these societies and the fraternal benefits which they offer to their members;

(3) That, in accordance with the patriotic ideals and principles of the Fraternal Benefit System, it is fitting that National Flag Day, June 14, 1957, be duly observed; and

(4) That this Proclamation be published in the official publication of every fraternal benefit society.

and he called attention to AFL-CIO work on behalf of the Power Brake Bill.

James L. McDevitt, director of the AFL-CIO's Committee on Political Education, filled the conferees in on current actions by labor's political education leaders in Washington. He warned that many reactionaries are going to use the McClellan racketeering hearings to "whip up public opinion against organized labor."

Senator George A. Smathers, Florida Democrat, chairman of the Senate subcommittee on surface transportation, was introduced to the gathering by Florida State Chairman Frank Howard. He spoke in favor of the Power Brake Bill and the pending amendments to the Railroad Retirement and Unemployment Insurance Acts.

Smathers pointed out that the Defense Department takes the position that the railroads must keep up adequate rolling stock to meet sharply increased emergency needs should war occur. For that reason the government would be justified in providing financial aid to keep the railroads in shape to meet demands of national defense. He called such action justified in view of the subsidies now given to other forms of transportation.

The Florida Senator praised the work of National Legislative Representative Lampley and paid particular note of the work of President Gilbert before Congressional committees. President Gilbert, he said, "did not try to oversell his product." His statements were "fine and restrained." He told the audience: "Your retirement act is the first sensible retirement act presented to Congress."

Other speakers at the conference included: Assistant President S. C. Phillips; General Secretary and Treasurer Ray Scott; Editor and Manager of the Magazine L. E. Whitler; Horace Harper, labor member of

# Interview with President Gilbert on "How Unions Can Avoid Rackets"

Reprinted from "U. S. News and World Report," an independent weekly news magazine published at Washington. Copyright 1957 United States News Publishing Corporation.

**T**HIS is one of thirteen exclusive interviews conducted by editors of "U. S. News and World Report" and published in the April 5, 1957, issue of that magazine, on "How Unions Can Avoid Rackets."

The interviews were quite extensive. Among those interviewed were leaders of some of the most important unions and Senators McClellan and Ives.

Of interest to our readers is the interview with our International President, H. E. Gilbert, which follows:

**Q How best can labor unions protect themselves against abuses of power by union officers, Mr. Gilbert?**

**A** Of course, the best answer I could cite to that would be the manner in which the Brotherhood of Locomotive Firemen and Enginemen law is constructed. It is about the most democratic procedure that I have any knowledge of.

We have been in existence since 1873, and we're very proud of the fine record we have built in that period of time, because there has not been one finger of scorn or otherwise pointed at the manner in which we have conducted ourselves.

**Q Does your union—including the local union—make complete financial reports to your members each year?**

**A** Yes, sir. Our local unions make a financial report once each month to the local lodge, and a report to us once each month, and we have an audit that comes in once each year.

**Q Is that a certified public accountant's audit?**

**A** Well, no. We have what they call a board of trustees, composed of the members of the lodge, and they are elected by the members to carry out that function. And, of course, we send out a report twice a year to our lodges, and then once a year we send what we call a finance-committee report, which is prepared by the certified public accountants.

**Q Those are independent public accountants—outside accountants?**

**A** Oh, yes.

**Q Do you think all unions should be required to make financial reports of this sort to their members?**

**A** It's my humble opinion that that is one of the ways in which we can assure not only to our membership, but to the public at large, our responsibility in carrying on the work of an organization to keep its record above reproach.

**Q At the monthly meetings of the local unions, do the members vote on the bills of the union, or the expenditures?**

**A** Yes, sir. The financial secretary is not authorized to pay any bill until it is passed upon by the members at the meeting. They must be submitted for their

approval and authorization and a voucher drawn on them by the recording secretary.

**Q As for independent audits of the international books, do you think that should be a general rule for all unions?**

**A** Well, we think it's good, and we think it is conducive to the elimination of unjustifiable criticism.

**Q Is this whole field of racketeering on the part of some labor leaders one in which Government should be interested?**

**A** I think not only Government but every true trade-unionist should be interested.

**Q What should the Government do?**

**A** Well, that's a rather leading question about the Government. I presume that they should be interested in that phase of it, just as much as they should be in the rackets that go on outside of labor unions.

There are certain types of insurance against misuse of funds in banks by certain banking individuals, and, of course, unfortunately they don't tar all the bankers with the same brush that they do the dishonest ones, such as—in my opinion—the erroneous tarring of all labor leaders because one or more may be bad. But, in every manner that our members can be protected against such things, I would wholeheartedly endorse it, because I feel very deeply the responsibility that we as the leaders of these organizations have, to conduct our affairs above reproach from the membership as well as the public.

**Q Your union has its own insurance program, doesn't it?**

**A** Yes, sir.

**Q Are there audits by certified public accountants?**

**A** Oh, yes, sir. Our members get three published reports a year about the affairs, as well as one that is reproduced in our magazine, which would be four, in essence.

**Q What would be the best way to police welfare funds in general, to assure against dishonesty in their administration? Do you think the Government should require financial statements, for instance?**

**A** Well, I think that the people who are making the contributions to these funds are entitled to know how they are being administered.

While we do not have a welfare fund as such—I cannot speak from experience, but only based on our experience in our insurance fund—we're happy to make these reports, in order that our people can know the financial status of that department in which they have an interest.

**Q Do all unions have free and open elections?**

**A** I'm not in position to answer that. I know we do have, but I couldn't answer that for all of them.

**Q For your own union—to start with the local union—you have elections there, do you not?**

**A** A referendum—yes, sir. Where there is an office contested, then every member of the lodge has an opportunity to vote for his choice.

**Q By secret ballot?**

**A** Yes, sir.

**Q How about the international—how do you handle the elections there?**

**A** The international elections are handled in convention by delegates sent from the local lodges, and that, too, again is a secret ballot.

**Q And those delegates are elected by the local lodges?**

**A** Yes, sir. They are elected in this process that I mentioned a moment ago for other local-lodge officers.

**Q Is there any way that you think of to get more democracy in the unions, or do you think there's enough there now?**

**A** For our union, I don't know how much more we could do other than—well, if we'd take a referendum for the national offices, of course, that would be an enlargement on our process now, but there are very few complaints about that particular phase of our operation.

**Q Would you say that union leadership tends to carry with it too much chance for financial gain?**

**A** I don't know about the others, but I'm happy about the way ours operates, and I know that there's no reason or opportunity for anyone in our organization to enhance his welfare.

**Q What do you think of the British system, where labor leaders live a more frugal existence and are paid at the level of the workers?**

**A** Well, I have only talked with one or two about that. I know the General Secretary of the British Railway Union, Mr. Campbell, and, from the conversation I had with him, I wasn't impelled to the conclusion that they are paid on the same basis as the people they represent.

**Q They do get more?**

**A** Yes, that's my understanding—I asked him. Of

course, their salaries do not compare with salaries over here. Neither do the salaries of the people who work compare with those that we represent, either.

**Q Would you think that system would work here? Do you see any reason for changing the salary system of unions here?**

**A** Insofar as our organization is concerned, I would not see any reason, because we don't have any control over the salaries that are paid to us. That is set up by convention action—the delegates in convention are the ones who set our salary, and we have no voice or vote either on what it should be. I don't know how you could improve on that. We have no control over what they pay us.

**Q Are most union managements fully honest, do you feel?**

**A** I would say yes. And I say that on the basis of the experience I've had with them.

**Q How have these abuses crept into some unions?**

**A** Well, the only way I could see how they could would be because of not only the irresponsibility of the leaders themselves, but that those who have a checkmate on the leaders have fallen down in their responsibility.

**Q Who would you mean there?**

**A** Well, now, I could only say what would be if it were our own organization: We have a finance committee comprised of eight men, and there isn't an officer in this organization that can expend \$500 without their approval. That isn't too stringent. I'm not complaining about that. I think that is a very good checkmate.

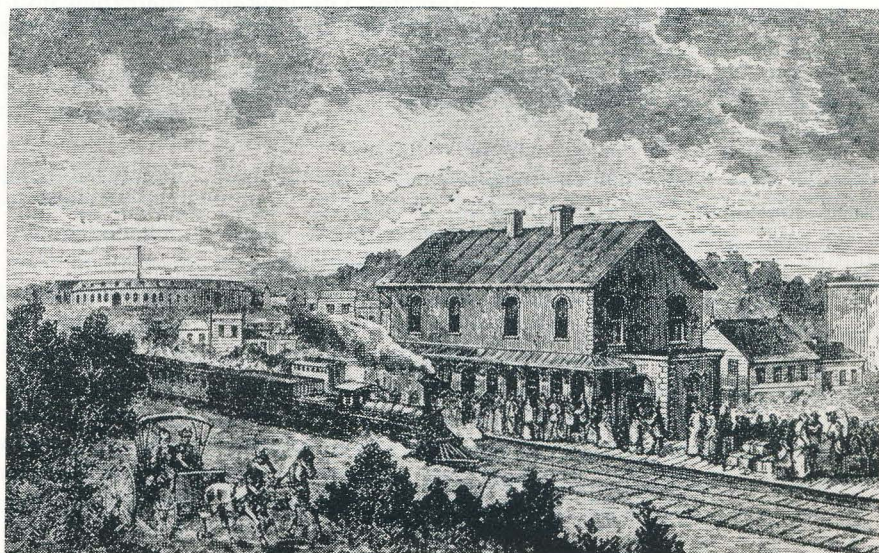
**Q But some of these unions apparently don't have any checkmates like that—**

**A** I would assume, from what I read in the newspapers, that's true.

**Q Just a hypothetical example: How would members of your union go about removing an officer who did violate his trust? Is there machinery for this?**

**A** Oh, yes. Anyone who feels that an officer of this Brotherhood has fallen down in his trust and responsibility can file charges against him and have him removed. I think that's good, too.

FIRST KATY RAILWAY DEPOT to be built in Parsons, Kansas, is shown in this reproduction taken from an old woodcut. Built in the 1870s, this station was later replaced by a larger one which was destroyed by fire, but a third station now occupies this site. The train is leaving "for the Neosho Valley, the Beautiful Indian Territory and Texas."





H. Armstrong Roberts Photo

THEY DON'T PUT LIFEBOATS ON THE BIG SHIPS WHEN THEY ARE FLOUNDERING IN A STORM. As Will Rogers said, "If you have life insurance when you want it, you must buy it when you don't want it in order to have it when you do."

# YOUR LIFE *and* YOUR MONEY

Life Insurance Is The Only Way

By HAL L. NUTT, C. L. U.

Director, Life Insurance Marketing Institute,  
Purdue University, Lafayette, Indiana

NUMBER 6 IN A SERIES

**W**E are told that last year one million quarter-inch drills were purchased in this country, yet not a single person buying a quarter-inch drill wanted one. What the buyer wanted was a quarter-inch hole.

In like manner, it may be said that not many people want life insurance; they all want the financial security for themselves and their families that life insurance can provide.

Buyers of life insurance realize to one degree or another that "life insurance is the only way the average man can create a financial competence for himself." You may use this statement as the basis of an argument with me, but reflect upon the unfortunate fact that only 12 per cent of the nation's old people over age 65 possess annual incomes in excess of \$2000. People who

buy life insurance have a lifetime income; people who don't may or may not have lifetime incomes (most of them don't).

Yes, life insurance is the only way, and we hope now to give you a few reasons which substantiate this belief.

## A Boiled Frog

Most of us suffer from inertia. We are like the garden-variety frog placed in a bowl of water. As the heat slowly and imperceptively rises he nestles down in the warmth of his situation until eventually, as the water reaches a temperature of 212° F., he is boiled. But at any moment you could thump the bowl and the frog would jump to relative safety. In this, the final installment of our series of *Your Life and Your Money*, we are merely trying to thump your bowl. If we don't, you are apt to become a "boiled frog!"

## A Fear of Things

Are you afraid of cats? Then you are suffering from ailurophobia. A fear of water is hydrophobia. Some other phobias are gyneophobia (fear of women), pyrophobia (fear of fire), and thanatophobia (fear of death).

Thanatophobia is an ailment you don't suffer from. And because the fear of death is not in you, you put life insurance last on the list of things to be bought. Were it not so, were you actually suffering from thanatophobia, you would voluntarily buy what representatives of the Insurance Department of the Brotherhood have for sale.

Death is a morbid subject, and you don't like it. The words "hearse" and "coffin" are taboo. Well, I agree. I don't think that I should back the hearse up to your door—I think I should put you in it! You will buy life insurance when you become afraid of the consequences of death, and not before. It is all a matter of risk. The risk of death as it pertains to each individual is eternal in that it begins now and does not end until death.

Risk, from the standpoint of the Insurance Department of the Brotherhood, is spread among many, but it is entirely personal from viewpoint of the individual—you are all alone in sharing your risk of death or the risk of being penniless in your old age. So I must struggle for some method of expression. It is not the event of death but the risk of death and the consequences thereof that you can do something about.

## The Odds

If I say to you "six men out of a thousand your age will die this year," you will accept those odds as the best you ever had, and thanatophobia is not one of your ailments. So let me put it this way:

## The First Argument for Life Insurance

"The law of averages, Mr. Railroad man, is a wonderful thing. But when you die you don't die by the law of averages; you die 100 per cent.

Here's the way it is: "Let's assume that a war is on and your side loses. One thousand of you fellows are lined up against a concrete wall, and facing you are one thousand of the enemy, each with a rifle pointed between the eyes of the man dead ahead. A fellow off to one side is going to wave a red flag and you are going to get shot. If I walked up just before that event happened, would you buy my life insurance?"

"Well, there isn't a war on, but one thousand of you fellows are theoretically lined up in front of that concrete wall, and one thousand other fellows with rifles are making motions which are to you pretty uncomfortable. But this time, only six of those rifles are loaded. Nine hundred ninety-four of them are as harmless as can be. But six of them *are* loaded and six of you fellows are going to get shot. We don't know which six, so if I walked in just before that event happened, would you buy my life insurance?"

"Now, I know that you aren't lined up literally but you are lined up figuratively. My mortality table says that six of you will get shot this year, some by accident or illness of one kind or another. Next year they are going to shoot a few more; then 10 a year; then 20, 30, 40 a year, until all of you are shot. We just don't know

which year is your turn. That is the uncertain thing. But the Insurance Department will remove the uncertainty, at least economically speaking, if you will only buy a life insurance policy."

## A Cork Salesman

Because, in your judgment, you aren't going to die, you feel that you don't need life insurance. You have all the life insurance you can lug around. You aren't even sure you can keep what you have. You have too much life insurance already.

I am now going to be utterly honest with you and agree that you don't need any life insurance. I have never seen the live, healthy person yet who needs life insurance. It's only when he is sick, dead, or old that he needs it. It's like this: Suppose I am a cork salesman. I come in and ask you to buy ten pounds of plain, honest-to-goodness cork. You would think I was crazy, wouldn't you? Because you don't need any cork. But let us assume that tomorrow you decide to go fishing; that you are out in the middle of the lake; that a storm comes up; that your boat capsizes. What would your reaction be if I stood on the shore and shouted, "Do you want to buy some cork?" You would want to buy some, but the trouble would be, I couldn't make delivery.

Now, I can't read the future, and I don't think you can either, but in our imagination let me assume that I can predict one definite event. Some day you *are* going fishing. A storm will come up; the boat will capsize; you will be in the water struggling for buoyancy.

The only unknown quantity is the time—it could be tomorrow, or next week, or next month, or years from now, but it is a definite fact; some day you are going fishing and these tragic events will transpire.

Realizing that, if I offered to sell you cork today, would you buy it? Yes, you would, because you have foresight. Your reasoning would be the same as that of the men who build ocean liners—they don't put life rafts on the big ships when they are floundering in a storm. They install safety devices when they aren't needed.

It is exactly the same with my property: you don't need it now, but someday you'll be sick, dead, or old, and you will need it. As Will Rogers said, however, "If you have life insurance when you want it you must buy it when you don't want it in order to have it when you do." So let's don't argue about the need. You won't need it until you are sick, dead, or old, but if you have it then, you must buy it now.

## You Want Something Else

It isn't difficult for me to hear you say: "I don't know whether we can afford any life insurance. We have so many things to buy. First, we must get all of our bills paid."

Having the same experience myself, I certainly understand your point of view. But let me put it this way: How many creditors do you have? How much do you owe? Can you give me a list—automobile, refrigerator, furniture, a note at the bank, etc. Just the normal things. We make a list of all your creditors and I ask you: Are you sure that's all? You are sure, and I reply: Haven't you forgotten something? What about your wife and children? Don't you owe them some-



NEW YORK CENTRAL three-unit freight diesel.

thing? Where do you put their names on this list, first or last? You have \$30 in your pocket.

You are walking down the street and the children are hungry. Where do you go? To the grocery store or the T.V. store? Yes sir, you go to the grocery store. You are that kind of fellow. Will \$30 a month less throw your creditors into bankruptcy? Will your creditors throw you into bankruptcy for \$30 a month less? But if you don't give me \$30 and you die, haven't you thrown your wife and children into bankruptcy?

So I ask you my final question: Where are you going to put your wife and children on your list of creditors? First or last? If you put them first you will buy life insurance.

#### Live or Die

Since we are still defending the statement that life insurance is the only way the average man can create a financial competence for himself and his children, perhaps it is appropriate to say that only two things can happen to you. You are going to die, or you are going to live.

Let us assume that an insurance representative has offered you a \$10,000 contract for an annual deposit of about \$250. If you die and you have given the Brotherhood \$250, and the Brotherhood has given your wife \$10,000, will you agree that this is the best place to put your money? You will agree, because in no other investment can you save \$250 and get \$10,000. If you die, you certainly win.

Now, we only have to worry about the situation if you live. In which case you will be (1) a success financially or (2) a failure. One or the other, isn't that right? If you are a success this \$250 doesn't mean anything, does it? Money is peculiar; as long as you have a pocket full it is about the most unimportant thing in the world. Money is important only to the degree that you don't have it. So give me the \$250 and if you have plenty it doesn't amount to a hoot what you do with it. Do you agree?

If you turn out to be a failure, when you reach age 65, you will have paid the Brotherhood about \$8200, and the Brotherhood will give you back about \$6800. In other words, if you give me these annual deposits, and wake up bankrupt, I'm going to give you about \$6800 with which as an old man you can struggle along. Live or die, you can't lose, and life insurance is most times the difference between financial success and financial failure.

#### A Girl on a Bicycle

Let me paint a picture of the future which you will never see. The reason you won't see it is because you will someday be called away. But you know the participants rather well. One of them is your small daughter; the other is Johnny, your neighbor's son, your daughter's good friend.

As you are aware, small children often-times say things, unconsciously, that hurt, and as your daughter is riding her bicycle up and down on the sidewalk in front of Johnny's house he yells, "You haven't got a Father."

And then, Mr. Railroadman, your daughter, with her pigtails flying, gripping those handlebars, says defiantly, "I have, too, got a Father! It is not fair to say I haven't. Everybody has a Father, especially me! Daddy may not be here, but he takes just as good care of me as yours does. Maybe better! My Mother told me so. She says all fathers try to take care of their children when they are here. But it takes a pretty special kind to look after you, even when he's called away. She says that my Father planned and planned, and gave up things, too, because he loved us more than lots of dads."

Do you want your little girl or little boy on that bicycle? At the risk of being trite, let me say again that when you do business with a representative of the Brotherhood's Insurance Department you guarantee that your son or daughter will always have a chance to say that, perhaps many years after you're dead.

#### No Objection to Life Insurance

There is no objection to life insurance. One doesn't object to paved streets, to churches on Sunday morning, to schools where the kids learn to read and write. There is no objection to community activities in the old home town; and life insurance makes its fair contribution to all of these.

One doesn't object to little girls with pretty dresses, to boys with bicycles and fishing poles, to homemakers who sew for pleasure rather than for wages. There is something wonderful about old men who have saved for the right to work because they want to; something tragic about their counterparts, men who work because they must. And life insurance makes its contribution to all of these.

Approval attaches to houses without mortgages, to groceries bought with cash. Sentiment and tradition shall always preserve a hope for vacations and automobiles, for Santa Claus and Christmas trees. There is no objection to these things, and because of them, life insurance becomes a tangible thing, desirable and indispensable.

Thus it is said forthrightly: There is no objection to life, life insurance, to life insurance salesmen.

# Progress Highlights the Beneficiary Department

By RAY SCOTT

General Secretary and Treasurer

**T**HE progress highlights in the following paragraphs indicate the results attained by the Brotherhood insurance program during 1956.

Sales of insurance set a new Brotherhood record of \$6,329,532, an increase of 54 per cent over the year 1955. On December 31, 1956, the total insurance held by 35,638 policyholders amounted to \$54,567,484.50. The total assets, as shown in the Valuation Report set forth below, more than assure fulfillment of obligations to our members who carry insurance in the Beneficiary Department. In December 31, 1956, the assets of the Beneficiary Fund amounted to \$31,922,082.99.

## Investment Operations

By referring to the Valuation Report it will be noted that our Brotherhood holds more than \$13 million of United States and Canadian government direct obligation bonds, more than \$12 million of state, provincial, municipal and county bonds, and almost \$5 million of public utility bonds, which bonds are first mortgages or liens on property of these utilities. The value of the bonds shown in the Valuation Report is given at amortized and market values as prescribed in regulations by the National Association of Insurance Commissioners.

More than \$550,000 has been loaned to holders of beneficiary and mutual insurance policies. Some 312 insurance policyholders have availed themselves of the privilege of making loans on their insurance policies. The interest rate on loans is 4 per cent per annum, and any member desiring to make a loan up to, or equal to, the cash value of his insurance policy, should write to the General Secretary and Treasurer, 418 Keith Building, Cleveland 15, Ohio, and information will be gladly furnished.

The interest rate earned on the investments of our Brotherhood is of great significance to its members because interest plays an important part in determining the net cost of their insurance. The investment policy of the Brotherhood is therefore directed to the careful selection and continuing supervision of diversified investments which combine the maximum yield consistent with safety of principal. The funds of the Brotherhood are anything but static and are constantly being invested and re-invested. During the year 1956 our investments earned \$960,843.67. After considering all investment expenses our rate of return was 2.93 per cent. It is gratifying to note the excellent interest yield on our investments in view of the fact that it is necessary to earn only 2.5 per cent interest to maintain the necessary insurance reserves.

## Payments to Policyholders

During the year 1956 the total payments made to policyholders and beneficiaries from the Beneficiary Fund for death claims, matured endowments, cash surrender benefits and dividends aggregated \$3,270,264.75. Up to December 31, 1956, the aggregate payments to policyholders and/or their beneficiaries from the date of inception amounted to \$98,574,375.95. The foregoing does not include \$21,824,817.34 which was paid from other benefit funds of the Brotherhood.

Dividends have been paid to Mutual policyholders since 1931, and dividends have been paid to holders of Beneficiary policies since 1947. Effective January 1, 1954, dividends, when declared, are payable based upon the anniversary date of the policy, after the policy has been in force one full year. Dividends may be withdrawn in cash or may be left with the Brotherhood to accumulate, and such accumulated dividends are cur-

### VALUATION REPORT OF THE BENEFICIARY DEPARTMENT DECEMBER 31, 1956

#### ASSETS

Cash on Deposit in Banks.....	\$ 217,314.37
*Bonds:	
United States Government .....	10,445,038.32
Government of Canada .....	3,490,587.73
State, Provincial, Municipal and County .....	12,009,152.08
Public Utility .....	4,928,092.52
Loans on Insurance Policies .....	578,805.26
Interest Due and Accrued .....	244,363.57
Assessments due Grand Lodge (Net) .....	8,602.84
Accounts Receivable .....	126.30

TOTAL ADMITTED ASSETS ..... \$31,922,082.99

#### LIABILITIES

Policy Reserves Required (C. S. O. 2½%) .....	\$24,316,153.05
Claims Pending or in Process of Settlement .....	137,402.72
Contingent Reserves .....	50,000.00
Security Valuation Reserve .....	311,144.90
Reserve for 1957 Dividends .....	190,000.00
Accumulated Dividends .....	288,613.05
Unpaid Cash Surrender Values .....	24,029.56
Deferred Interest on Policy Loans .....	8,949.53
R. R. Retirement and Unemployment .....	
Insurance Tax Due .....	3,839.37
Accounts Payable .....	17,372.40

TOTAL LIABILITIES ..... \$25,347,504.58  
 Surplus Funds held for General  
 Contingencies ..... 6,574,578.41

TOTAL ..... \$31,922,082.99

Ratio of Assets to Liabilities ..... 1.26 to 1

\* Bonds reported on admitted value basis.

rently drawing interest at a rate of 2.5 per cent, compounded annually. Dividends paid are equitable with earnings, and the amount of dividend due on each policy has been calculated by our consulting actuary. The dividends declared in 1956 totaled \$188,300.50. Based on the performance of the Beneficiary Department in 1956, a reserve of \$190,000 has been set aside to pay dividends in 1957.

#### Financial Strength

The necessary reserves set aside to meet future payments to our policyholders and beneficiaries total \$24,316,153.05. These reserves were computed by accredited consulting actuaries and based on the Commissioners 1941 Standard Ordinary Mortality Table with interest at 2½ per cent. In addition we have established a reserve of \$50,000 to provide for possible claims which may be due missing heirs and beneficiaries and to cover any unreported claims. The reserve for security valu-

ation was established, in accordance with the requirements of the Committee on Valuation of Securities for the National Association of Insurance Commissioners, to provide for the possible fluctuation of security values in the future.

The strong surplus position of the Brotherhood was maintained during the year. The unassigned surplus of the Beneficiary Fund amounts to \$6,574,578.41. This amount by which assets exceed required reserves and liabilities acts as a cushion to ward off disastrous results from epidemic or other unforeseen contingency.

By referring to the Valuation Report it will be noted that the ratio of assets to liabilities is 1.26 to 1. This means that for every dollar of liability of the Beneficiary Fund the Brotherhood holds \$1.26 to meet such liability. This extra margin of safety ranks the Brotherhood high among the leading insurance organizations in the United States and Canada.

## German Railroad Workers' Union Officers Come to Cleveland

ON May 7, President Gilbert was host to the directors of the Munich Region, the West Berlin Region and the Trier-Sarbruecken Region of the German Railroad Workers Unions, in addition to the Secretary of the National Executive Board of those unions. They were Heinrich Albrecht, Heinrich A. Bracht, Guenther Hasenfeld and Emil Amft. The escort-interpreter was Harold Courant, Division of Language Services, U. S. Department of State.

Upon their arrival in the Grand Lodge office the

visitors were greeted by President Gilbert who, in turn, introduced General Secretary and Treasurer Ray Scott, Editor and Manager L. E. Whitler, Vice President Homer L. Ellis and Brother J. V. McCaffrey of the BRT, representing President Kennedy.

Following the initial formalities, an interesting and helpful discussion ensued in which views were exchanged regarding the operation of this Brotherhood as compared to the operations of the German Railroad Workers Unions. Many questions were asked by both



OFFICERS OF THE GERMAN RAILROAD WORKERS UNIONS VISIT BLF&E GRAND LODGE. Left to right are: Heinrich Albrecht, Director, Munich Region, German Railroad Workers Unions; J. V. McCaffrey, Administrative Secretary, Brotherhood of Railroad Trainmen; H. E. Gilbert, President, Brotherhood of Locomotive Firemen and Enginemen; Heinrich Bracht, Secretary Director, West Berlin Region, GRRWU; Emil Amft, Secretary, National Executive Board, GRRWU; Guenther Hasenfeld, Director of the Trier Sarbruecken Region GRRWU; Homer L. Ellis, Vice President, BLF&E; Harold Courant, Escort-Interpreter; Ray Scott, General Secretary and Treasurer, and L. E. Whitler, Editor and Manager of the Magazine, BLF&E.

parties regarding comparative organizational and operational methods. Answers were given promptly and unequivocally. There was general agreement that free labor unions and the right of employees to organize for their own protection constituted indispensable elements to the proper functioning of a democratic government.

President Gilbert gave a brief sketch of the organization of the BLF&E from 1873 to the present time. He particularly stressed our accomplishments through the years and gave a broad outline of our plans for the future. The International President envisaged a brilliant future for all enginemen in the United States and Canada, especially if our efforts prove successful to bring all men who work on a locomotive within the scope of one organization instead of the uneconomic and wasteful situation existing today with two brotherhoods representing enginemen.

Later these visitors from Germany were the guests of our Grand Lodge officers and President Kennedy's representative, Brother McCaffery, at a luncheon.

In the afternoon our guests were escorted through the several departments of our Grand Lodge office. These gentlemen from Germany were particularly interested in the operation of the General Secretary and Treasurer's Department. Brother Scott freely answered all inquiries with respect to that operation and left nothing undone to show the visitors the efficient and competent manner in which his staff handled the multitude of details incident to the finances of the Brotherhood and the work involved in the keeping of records.

We hope our visitors enjoyed their visit to our Grand Lodge office as much as we were pleased to have them with us. We learned much about the operations of German Railroad Workers Unions and these four trade unionists undoubtedly absorbed much information regarding our methods of operation.

## Highlights of Canadian Gordon Report

By J. G. McLEAN, Vice President-Canadian  
Legislative Representative

The preliminary report of the Royal Commission on Canada's Economic Prospects was made public recently. Forecasts and recommendations of labor interest contained in the report are summarized below.

### Forecasts

Canada's population will increase in 25 years to 26,650,000 from the present 15,575,000.

Average hours of work per week in business will have decreased from 41.3 to 34.3 and in agriculture from 55.3 to 43.75 by 1980.

Proportion of men in the labor force of total population to drop to 2 per cent; proportion of women to increase by nearly 4 per cent.

Gross national product to increase roughly three times to \$76 billion by 1980.

Average Canadian to have about two-thirds again as much income in real terms for his own use.

Percentage of total labor force in agriculture to decline from 15 to 7 per cent, remain constant in resources industries, and increase considerably in service.

Proportion of population living in urban centers to increase to 80 per cent from 62 per cent in 1951.



**WELCOME, MR. SENATOR!** Ralph Yarborough, the new Senator from Texas who was elected with rail labor's support, has started to make his mark in the upper chamber of Congress. Here he's shown being sworn in by Vice President Richard M. Nixon (right) as fellow Texan, Lyndon Johnson (center) smiles approvingly. Johnson is the majority leader of the Senate. Yarborough, former judge and staunch liberal Democrat, triumphed against powerful conservative opposition in a recent election to fill the vacancy created when Senator Price Daniel resigned to become Governor of Texas. Campaigning on progressive principles, he had strong and effective backing from the railroad brotherhoods in Texas, as well as other labor organizations in the state. In presenting the Senator-elect, Johnson told the Senate that Yarborough was a "noted trust buster" while serving as assistant state attorney general and later "sat with dignity and distinction on our courts."

Skilled labor shortage to become worse.

University enrollments to double within ten years.

### Recommendations

Recommendations contained in the Gordon Commission's report include the following:

Expand vocational training facilities; encourage greater amount of training in plants.

Advocate an increase in the pay differential between skilled and unskilled workers.

Raise standards of universities to among the highest in the world through deliberate and sustained effort.

Increase salaries of university teachers substantially.

Control wheat surpluses through establishment of annual marketing quotas by Canadian Wheat Board; farmers to be paid for farm-held wheat within marketing quota.

Hold present tariff line but maintain continuing re-examination of tariffs to achieve simplicity and flexibility.

Provide economic aid for the Atlantic provinces on a broad scale.

Develop long-range plan for immigration.

Study federal subsidies as possible shortrun solution of railways' difficulties, in lieu of increase in grain freight rates.

Employ an annual tax on automobiles and increase property taxes to meet municipal revenue needs.

Set up a separate body to administer federal price supports on agricultural products.

Require motorists to pay higher percentage of highway and street costs.

Increase fishing-fleet efficiency by capital investment, made either by the industry or through government help.

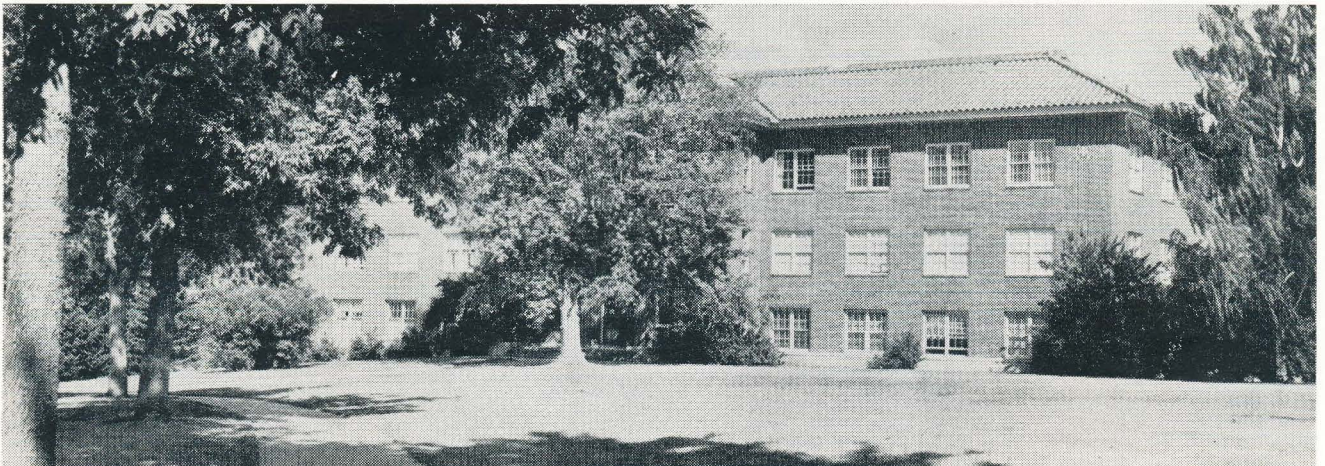
**BLF&E-BRT COMPLETE TWO-DAY EDUCATION CONFERENCE**—In an opening speech, President Donald Russell of the University of South Carolina welcomed members of the BLF&E and BRT to the two-day education conference which was held April 26 and 27 on the campus of the University of South Carolina. This program was arranged by the Education Departments of both Brotherhoods and the university and it offered the conferees a concentrated study of collective bargaining techniques as they apply to the railroad industry. Both Brotherhoods cooperated with the university in furnishing lecturers for the conference. Certificates were awarded to participating members on Saturday afternoon by Dr. N. P. Mitchell, Director of the Extension Division of the university, at a luncheon given by the school.



**LEADING PARTICIPANTS IN THE EDUCATION PROGRAM.** From left to right: W. E. Mitchell, Vice President, BLF&E; R. E. Webb, Jr., Secretary-Treasurer, BRT Lodge 312; E. L. Tunstall, Jr., Field Supervisor, BRT; Dr. N. P. Mitchell Director, Extension Division, University of South Carolina; E. A. Blazy, Assistant Research and Education Director, BLF&E; Marvin Crouch, Jr., President of BLF&E Lodge 427, and President Donald Russell, University of South Carolina.



**FIRST RAILROAD LABOR COURSE COMPLETED AT UNIVERSITY OF WYOMING**—On April 23 the last class session course in Understanding Railroad Labor Problems was held at the University of Wyoming at Laramie. Nineteen BRT members and seventeen BLF&E members attended the classes. Dr. E. R. Kuchel of the University conducted the course. Brothers C. E. Fleenor of BLF&E Lodge 86 and C. D. Fanning of BRT Lodge 67 served as co-chairmen of the Laramie Education Committee.



**HERRICK HALL, MONTANA STATE COLLEGE CAMPUS**—A two-day education conference, planned for BLF&E and BRT members in Montana and surrounding areas, will be held on the campus of Montana State College at Bozeman, Montana, August 16 and 17. Subjects to be included in this conference are as follows: Labor's Position and Philosophy in the Political Future of Our Nation, Collective Bargaining in the Railroad Industry, Railroad Retirement and Unemployment Insurance Acts and Federal Employers' Liability Act. This is the first education endeavor of our Brotherhood in Montana, and is open to all members.

# NAM's "Divine Right" Approach Foreign to Democratic Concept

By REV. WILLIAM J. SMITH, S.J.

The murky atmosphere of the election campaign has gradually cleared. The "fallout" from some statements made, however, will linger on.

Cola Parker, past president of the National Association of Manufacturers, made a contribution peculiarly his own.

"Business men of America," he said, "sit like rabbits hypnotized by a snake, seemingly helpless to organize a program to defend the American political and economic system against the onslaughts of the unrighteous and unwashed."

This was meant to be a contrast between the energetic efforts of trade unionists engaged in political action and the seeming inertness of the business community.

Cola Parker as an individual is unimportant. In his capacity as a small employer, anything he might say would be of but passing interest.

As president of the National Association of Manufacturers, at the time of the statement, however, he held a position of influence which cannot be ignored.

The NAM considers itself respectable and certainly wants the respect of the public. It goes to great pains to make sure its name and its viewpoints are known among students, teachers and professors of a great many schools and colleges.

Unnumbered panel discussions, forums and carloads of printed matter distributed free of charge are employed to achieve this aim. It is looked upon by many as the spokesman for influential groups of manufacturers and industrialists throughout the nation.

We do not think that the NAM can afford to have its president insult not only millions of fellow citizens but even great numbers of its own members.

To stigmatize the organized workers of American industry as the "unrighteous and unwashed" is a display of contempt and unjustifiable self-righteousness.

This is snobbery raised to the level of sanctimonious self-adulation. It is worthy of the sharpest censure that can be formed into words.

Politicians may be excused when, in the height of an emotional campaign, they give expression to their thought in exaggerated language. Both they and the public usually write off much of their bombast as "political oratory."

Mr. Parker's utterances, however, reveal a habitual attitude. They are rooted in a conviction. He means what he says and expects his audience to take him literally.

His "holier than thou" proclamations thundered forth from the Olympian heights of pre-empted social stratosphere reveal a spirit of class-consciousness and class-conflict that is both dangerous and degrading.

In a much more normal vein, referring to NAM's pamphlet on the same theme, *AFL-CIO News* quietly retorts: "The casual reader might think the NAM was talking about green-headed little men from Mars until he suddenly realized the 'invaders' are ordinary American trade-unions."

When Mr. Parker turns his scornful wrath on his fellow associates he eschews the habitual bromide. "Are

## EDUCATION PROGRAM Schedule of Railroad Labor Classes

### LAKE MINNETONKA, MINNESOTA

*Course:* Summer Labor Institute, 1957

*Time:* August 19-24, 1957

*Location:* Lyman Lodge, Lake Minnetonka, near Excelsior, Minnesota

*Institution:* University of Minnesota, General Extension Division

### BOZEMAN, MONTANA

*Course:* Two-day Education Conference

*Time:* August 16 and 17, 1957

*Location:* On campus of Montana State College, Bozeman, Montana

*Institution:* Montana State College

### ITHACA, NEW YORK

*Course:* Summer conference

*Time:* July 14-19, 1957

*Location:* Campus of Cornell University, Ithaca, New York

*Institution:* New York State School of Industrial and Labor Relations, Cornell University

### STATE COLLEGE, PENNSYLVANIA

*Course:* Summer Labor Conference

*Time:* August 18-23, 1957

*Location:* Campus of Pennsylvania University, State College, Pennsylvania

*Institution:* Pennsylvania State University

you men or mice?" for the more picturesque characterization of "rabbits hypnotized by a snake."

The spirit of rugged individualism is certainly on the wane when the whole roster of American business men can be so castigated by a small-town associate without so much as even a peep of protest.

The only "onslaught" against the "American political and economic system" which took place through the political action efforts of the American trade unionists was the spectacle of them joining with millions and millions of their fellow citizens to cast an intelligent vote for the candidates of their choice.

Men like Cola Parker feel that the manufacturers and industrialists of the country have a divine right to rule. United political action by an inferior class known as workers is an onslaught by the "unrighteous and unwashed" against the sacred traditions of caste.

## Railroad President Raps Coddling of Competitors

The government policy of "coddling our competitors puts railroads in a competitive position so obviously unfair as to have passed the point of logical debate," said Milwaukee Road President J. P. Kiley.

In a speech before the American Society of Mechanical Engineers in Chicago, Mr. Kiley declared:

"The regulations clamped on the railroad freight rates many years ago still continue unchanged. Rail competitors, on the other hand, are much less regulated or not regulated at all.

"As a result, those carriers set freight rates with a very nearly free hand, concentrating on the more lucrative traffic."

Mr. Kiley pointed out that railroads build and maintain their own rights-of-way with their own money, and pay taxes on them. But not so the competition:

"Modern highways are actually truck rights-of-way built to the super strength requirements of heavy trucks—not the lightweight needs of autos. The taxes and user charges levied against the highway freighters don't begin to cover the added cost. John Q. Public does that."

## Editor and Manager of BLE Journal Dies

Paul M. Smith, 61, editor and manager of the Locomotive Engineers' Journal and a grand officer of the Brotherhood of Locomotive Engineers for the past 24 years, died May 6 in Lakewood Hospital following a stroke.

Brother Smith was stricken at his home in Lakewood, Ohio, Saturday morning and never regained consciousness.



PAUL M. SMITH  
Editor and Manager  
BLE Journal  
Died May 6, 1957

Widely known throughout the United States and Canada, Mr. Smith was elected to edit the monthly publication of the Brotherhood at the Seventh Triennial Convention in 1933 and had held the post since that time. The BLE international headquarters are in Cleveland.

Brother Smith was furloughed from the Chicago and Eastern Illinois Railroad where he was employed as a locomotive engineer. He had been a member of BLE Division 613 at Dolton, Illinois, for 42 years. He also was a 32nd Degree Mason.

Born in Minneapolis, Minnesota, July 21, 1895, Brother Smith grew up in a railroad family. His father, the late Mort F. Smith, was a retired engineer of the Chicago, Milwaukee, St. Paul and Pacific Railroad and was the first BLE member to receive a 60-year honorary membership badge.

He is survived by his widow, Marie; two daughters, Mrs. Thomas Burk of Cleveland; Mrs. Walter Wiloughby of Buffalo, New York; a son, Mortimer Smith, who is employed by the North American Aircraft Company in Los Angeles, California, and five grandchildren.

Services and burial were held May 9 in Cleveland.

## Protection of General Insurance

Excerpts from a recent issue of the *Monthly Letter* of the Royal Bank of Canada

Everyone who owns property is under the risk of losing it by fire, theft, storm or other malign acts of men or of nature. Only beachcombers and vagabonds are free of concern about such things. Even they, by the very act of living have certain legal obligations to reimburse others for damage they cause.

General insurance is our protection against catastrophe. It is the shock absorber of industry and the individual. The farmer with his crop ripening in his fields rests easy because it is insured against hail; the furrier with thousands of dollars' worth of furs in his loft knows that his insurance protects him against financial ruin by fire or theft; the home owner who carries adequate insurance need not fear financial disaster by fire, burglary or public liability.

We recognize pretty generally a wide variety of risks against which it would be advantageous to have protection, but there is still a surprisingly large number of chances we take. There are four principal motivations in our disregard of insurance protection: the "it won't happen to me" feeling; ignorance of the fact that we are exposed to risk; unawareness of the fact that the protection we need is readily available; and procrastination. . . .

Because most of us own at least a small amount of personal or business property, the loss of which would be a hardship, the demand for fire protection insurance is nearly universal.

Organized fire insurance began after the great fire of London in 1666, and by 1720 there were private companies specializing in the business. Today, nearly every article that enters into commerce has, at many stages of its progress from natural resource to final use, been covered by fire insurance policies.

The first step towards setting up a fire insurance program, commercial or on a home, is to appraise the value of your property. A home inventory should list all goods, furniture, household equipment, clothing, books, musical instruments, tools and all other personal property of those living in your home.

A good inventory is of more uses than one. It expedites insurance settlement. It serves as a check on articles you might not remember after the occurrence of a fire. If no fire occurs, your inventory will be useful in checking the service given you by a piece of equipment, and in appraising your goods in case you wish to sell them.

The simplest listing is sufficient: articles, date of purchase, price paid. If you wish to do so, you may detail the goods room-by-room. A copy, brought up to date periodically, should be kept in a safe place, such as a safety deposit box, with other valuable papers like insurance policies.

The increase in dollar cost of buildings and contents should not be forgotten in deciding the amount of insurance needed. The history of losses during the past ten years has shown that many households that were adequately protected when the policies were first written are not today carrying sufficient insurance to offset the increased prices.

The amount named in the policy is the maximum the carrier can be called upon to pay. When a loss occurs the company pays the actual cash or market value

of the property destroyed, subject to the maximum amount named in the policy.

Education by the insurance companies, by community organizations, by public and high schools, can do much in two areas of the unhappy tendency of human beings to get into disastrous trouble. We may learn to prevent what we can prevent by thoughtfulness and carefulness, and we may learn about insurance, so as to protect ourselves against the perils that are beyond our control.

## *Your Washington Reporter*

By ALBERT H. JENKINS

**W**HEN General Eisenhower became a presidential candidate in 1952, he made his first major campaign speech in Idaho. He was there as a guest of Governor Len Jordan, who was closely linked with the Idaho Power Company.

In that speech, Ike said "the government does this and does that for you. It does everything except come into the kitchen and cook the dinner for you." The speech was immediately recognized as the tipoff on Eisenhower's electric power policy. He was picturing the federal government as a paternalistic meddler who should get out of the power business and leave it to the private Power Trust.

Since then, Ike has given Idaho Power convincing proof that he meant what he said. As pretty near everyone knows, his administration, through the Interior Department and Federal Power Commission, "gave" that company the Snake River, a big branch of the Columbia River system. By giving Idaho Power a permit to build three low private dams, the administration blocked construction of a high public Hells Canyon dam which would provide far more flood control and power, at much cheaper prices.

That giveaway aroused the Pacific Northwest, which sorely needs more power and flood control, and accounted for the defeat of many Republican Senate and House candidates by public-power Democrats in last year's elections. Despite those political warning signs, the Eisenhower administration has handed Idaho Power another fabulously valuable gift.

This time it is a government subsidy which will more than pay the cost of building two of the three private dams, the only two the company apparently ever intended to build. The subsidy will work like this:

Dams last a long time. Therefore, a utility company usually is required to "write off" their cost over a period of fifty years. For example, if a dam cost \$100 million the company each year would write off \$2 million as "depreciation," and at the end of fifty years the value of the dam would show as zero on the company's books.

However, a law passed by Congress, as a war emergency measure, enables a utility company to write off the cost of a dam in five years instead of the usual fifty, if the dam is proved "necessary to national defense." The purpose of this law is to give the company a special inducement to build such a dam.

In the case of the \$100 million dam example, the inducement would be this: Instead of writing off \$2 million a year depreciation over a period of fifty years, the company would write off \$20 million a year for five years. As depreciation is considered a "business expense," this makes the company's profits during that five years look much smaller than they really are, and therefore greatly reduces the taxes it pays Uncle Sam.

By keeping the money, instead of paying it to the government in taxes, the company builds up a big investment fund on which it makes a guaranteed profit of at least 6 per cent. This profit comes out of the pockets of the people, both as power consumers and as taxpayers. In the latter role, they have to pay more taxes to make up for the taxes the company does not pay.

In the case of Idaho Power, Senator Wayne Morse of Oregon and other Congress members from the Pacific Northwest say, the "interest free loan" and the profits on it will give the company a fabulous bonanza of \$339 million over the next fifty years.

The congressional critics of this deal point out that Idaho Power didn't bother to submit proof that its Snake River dams are necessary to national defense, as the law is supposed to require. In fact, all the evidence is that the company would have been glad to build the dams even without a subsidy from the government. But the administration, following the policy tipped off by Ike's 1952 campaign speech in Idaho, piled the interest free government loan on top of the "giveaway" of the Snake River.

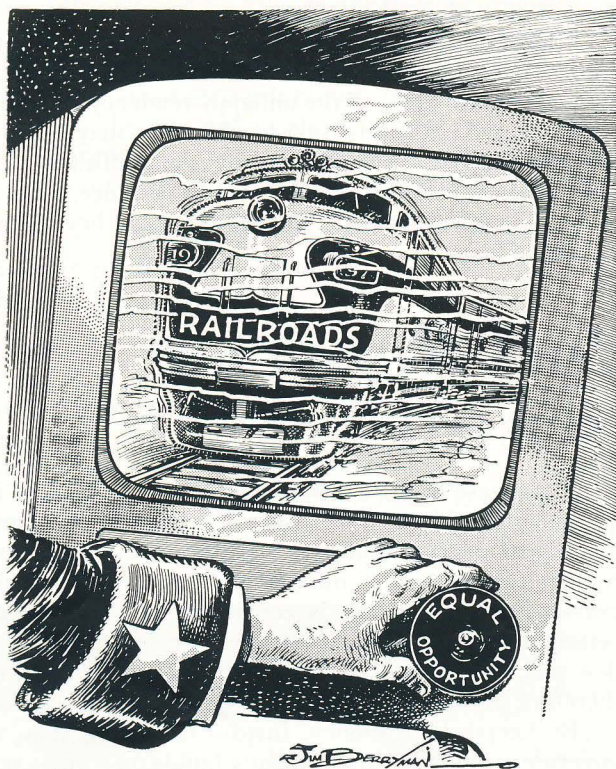
\* \* \*

What can you do when some mail-order firm is threatening you with a lawsuit unless you pay a debt you feel you don't owe? For example, take a case which is now before the Federal Trade Commission.

The FTC charges that the Vitasafe C. F. Capsules Company advertised a "thirty-day free trial offer" at no risk to the customer, but that "persons taking advantage of this offer are mailed additional monthly supplies and are billed for these shipments. If they do not pay, the accounts are placed with a collection agency and attorney." They tell the "free trial" customer to pay a bill he feels he doesn't owe—"or else."

FTC officials who have had long experience with such matters give the following advice: If you really owe a bill, pay it. If you are being threatened with dire results if you don't pay a bill you don't owe, write let-

## TIME TO CLEAR THE PICTURE



ters giving the full facts about your case to the following:

The Federal Trade Commission, Washington 25, D. C.

Your local Better Business Bureau, or the Association of Better Business Bureaus, 723 Chrysler Bldg., New York 17, N. Y.

Also write to the firm which is "dunning" you and

tell it you have placed your case in the hands of the FTC and the Better Business Bureaus.

\* \* \*

By the time this article appears in print, Congress will have passed most or all of the annual appropriation bills, and will be boasting that it has "cut the President's budget." Most people will think that means Congress has reduced the amount of money the administration can spend in the year beginning July 1, 1957.

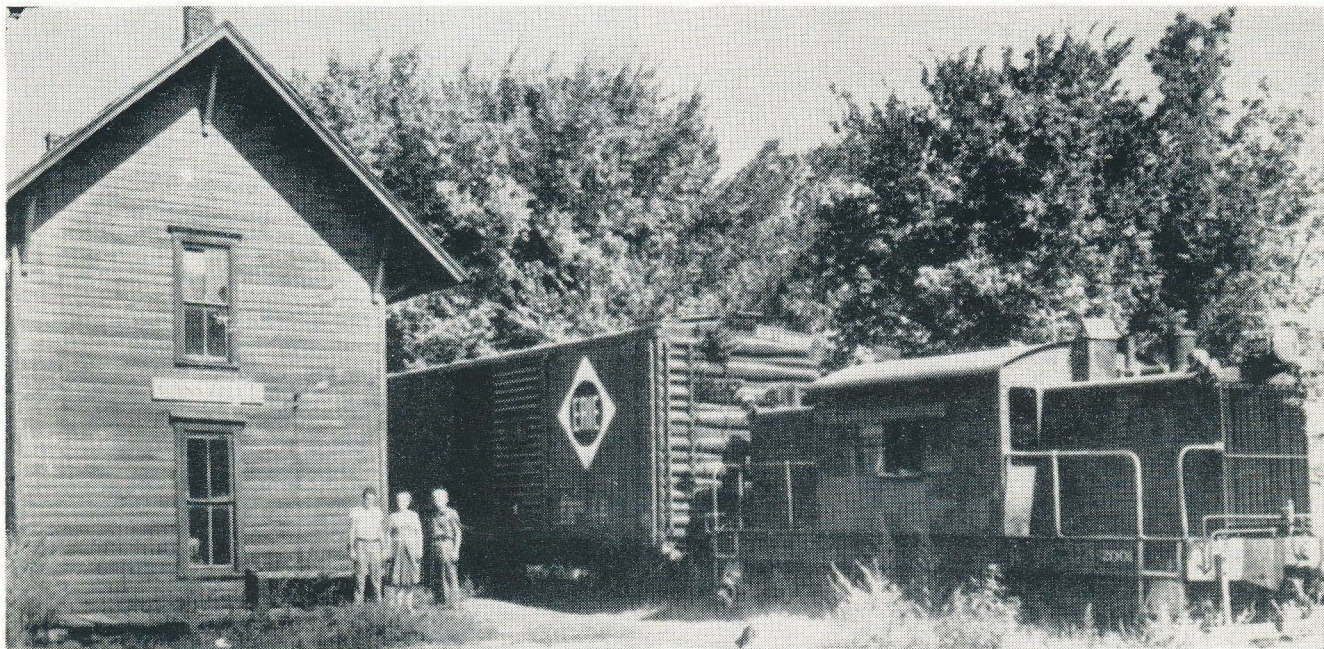
Actually, it means no such thing. The administration can spend practically as much in that year as though Congress hadn't cut a dollar off the appropriations. That's true for reasons which have been pointed out by the No. 1 authority on the subject—Congressman Clarence Cannon, Democrat of Missouri, chairman of the House Appropriations Committee. Those reasons are:

To make up for any cuts in new appropriations, the administration can spend billions of dollars it has left "hanging over" unspent from old appropriations made in previous years.

Much of the money appropriated by Congress this year is for spending, not in the coming year, but in years after that. No cut in that money will affect the spending in the year beginning July 1, 1957.

In that year the administration can and will come back to Congress and ask again for the money Congress cuts out of the appropriations this year. Judging by past experience, the administration will get most of this money, in the form of "supplemental appropriations."

For these and other reasons, Cannon and other experts on Capitol Hill say Congress has practically lost control of government spending, although the Constitution says Congress holds the nation's purse strings. The "economy" talk in the Senate and House is regarded as mostly a sham battle, staged to make the voters think something is being done to reduce government spending and make tax cuts possible.



**LAST CHUG FOR THIS RAILROAD.** A 60-year-old railroad—the Cassville and Exeter, one of the shortest in the nation—made its last trip recently over the four and a half miles between the two towns in Missouri from which the carrier derived its name. The photo above was taken when the line's old diesel locomotive was pushing an empty boxcar for the last time alongside the Cassville depot. The road was operated by the family of three shown at the depot—Jim Ashley, Jr., fireman and foreman; Mrs. James Ashley, Sr., the bookkeeper, and James Ashley, Sr., the engineer. In years gone by, the road hauled a lot of timber and other products, but a modern highway between the towns brought a shift of the cargoes to trucks.

## War-time Taxes Hurt Rails But Treasury Fights to Keep Them

The injurious effect upon the nation's railroads and their customers of wartime-imposed excise taxes on the transportation of freight and passengers was recently described to the Excise Taxes subcommittee of the House Ways and Means Committee by leading railroad spokesmen.

President Robert S. Macfarlane of the Northern Pacific Railway testified that the taxes are "a serious handicap, not only to the prosperity of the west but to the prosperity of the railroads serving that region.

"This is because western growers and shippers must sell in competition with growers and shippers located much nearer the consuming markets, and because the railroads of the west, in order to enable the products of the territory they serve to move to market, must maintain rates on depressed levels which yield them inadequate profits."

Mr. Macfarlane pointed out that the 3 per cent excise tax penalizes the western shipper because of his greater distance from market, and exacts an even greater penalty when he attempts to compete with Canadian shippers who pay no tax on prepaid shipments into the United States.

"To Chicago," said Mr. Macfarlane, "the western shipper pays a tax of \$24.21 on a carload of lumber; \$24.36 on a carload of wood-pulp, and \$21.30 on a carload of apples. The Canadian shipper pays no tax."

He also cited the discriminatory aspects of the 3 per cent tax which applies to common carrier freight haulers but not to private trucking.

"Repeal of the 3 per cent tax on freight transportation is needed to aid the railroads in stemming the tide of this development of private tax-free transportation," Mr. Macfarlane said.

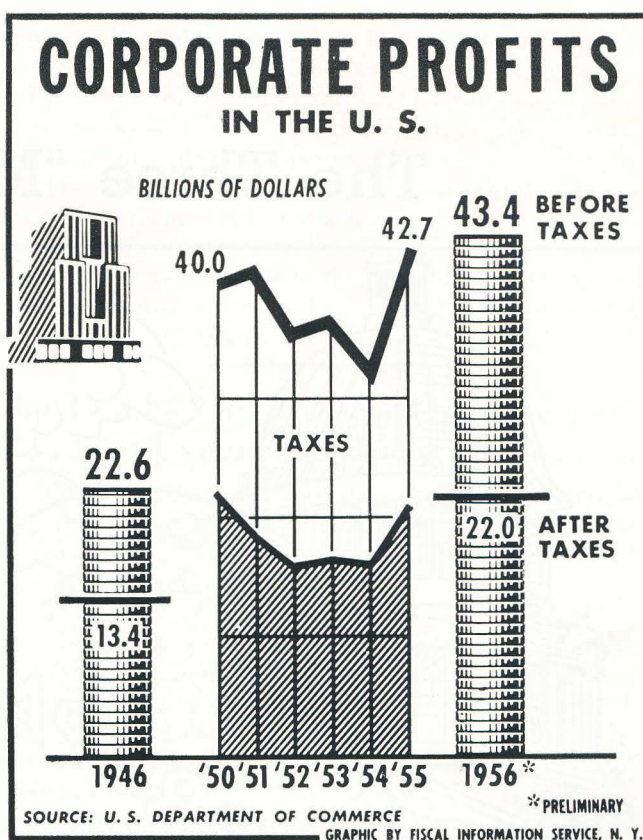
The Treasury Department has indicated it will oppose any efforts to reduce or eliminate the transportation excise taxes. "We need all the revenue we're getting now," a Treasury Department spokesman is quoted as saying in a recent *Wall Street Journal* story.

## Subsidies Proposed to Reduce Airliner Loads to Safe Limit

The *Chicago Tribune* reports it has learned that "aviation insurance underwriters and federal civil air authorities, reviewing recent plane accidents, have been holding unofficial conferences on suggestions for limiting the number of passengers large air liners may carry."

"Insurance executives," the *Tribune* continues, "say they favor reasonable limitations, not for economic reasons, but because of 'humane consideration'."

Cutting down the pay loads of airliners would, of course, boost the cost of air transport proportionately, but apparently there is no thought of reverting to the principles of free private enterprise in any situation where that might tend to diminish the preferential status of the railroads' competitors.



So: "Insurance underwriters have concluded that passenger load limits might call for increased subsidies," according to the *Tribune* story.

A few days after this information was published—in a page 1 story—the *Tribune* had an editorial headed "How Socialistic Are We?" wherein it staunchly backed former President Herbert Hoover and Secretary of the Treasury Humphrey on what they have had to say recently about free-wheeling government spending, taxes and free enterprise.

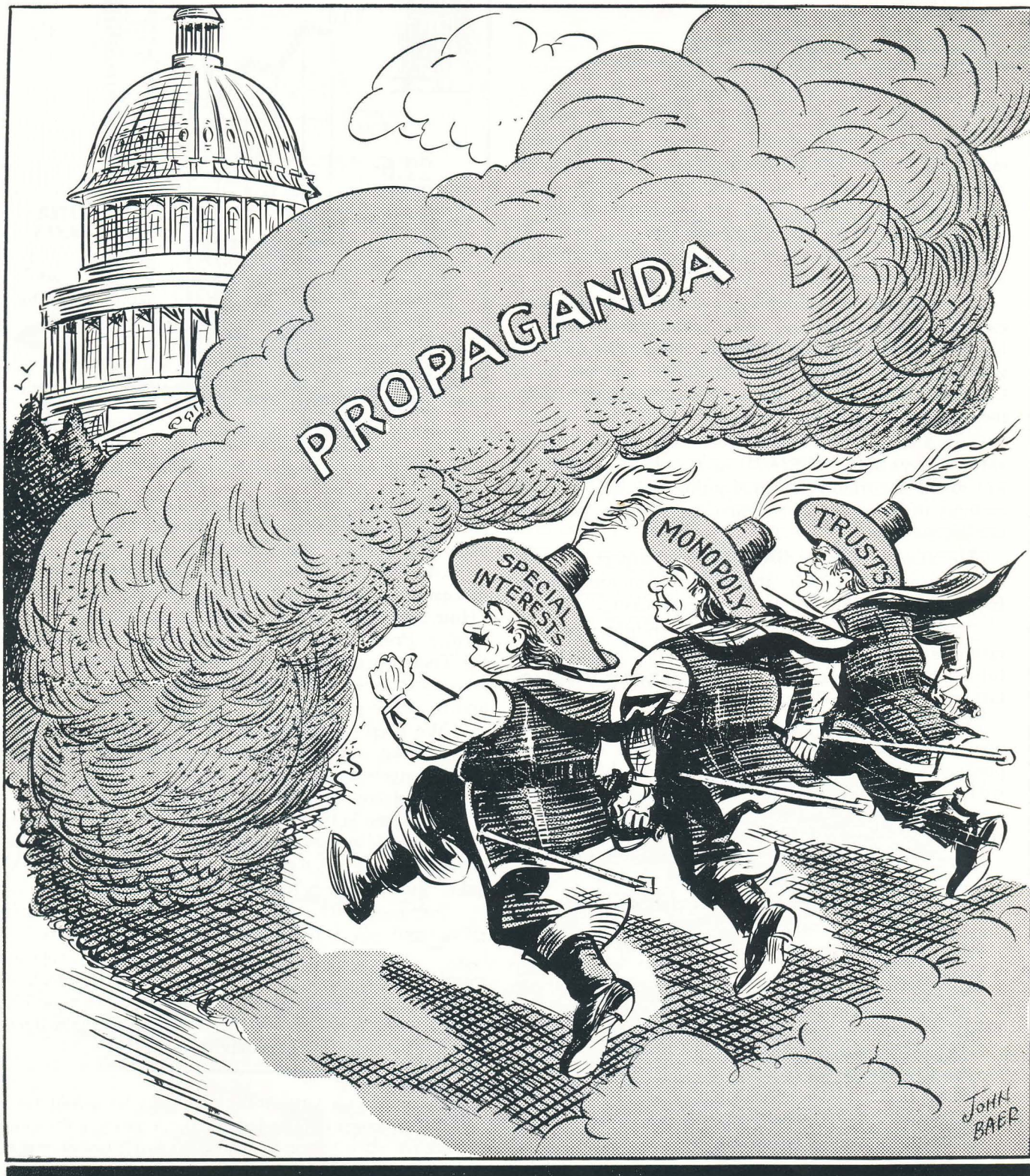
"We keep on talking about 'free enterprise,'" says the *Tribune*, "but how free is the economy when the federal government dictates so much of the activity of our productive plant. . . .

"How free is the American economy when ships are built by public subsidy, when airlines with a record passenger volume also expect their subsidy . . ."—to quote only the references to transportation.

And now, besides airports, signal systems, cash subsidies, and other aids to air transportation furnished largely at the taxpayers' cost, it is seriously proposed to promote the safety of air travel by limiting loads to the number of passengers that can be carried safely, and have the taxpayers pick up the tab for the passengers that couldn't be carried safely.

In New York City, millionaire playboys and their society playmates, whose jaded palates provide the chief market for such exotic delicacies as fried grasshoppers and canned rattlesnake meat, were promised a new taste sensation last week. In a letter to the *New York Times*, a Manhattan importer indicated that before too long upperclass gourmets may be enjoying "chocolate-covered ants."

## The Three "Must-Get-Theirs"!



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## Wartime Taxes That Should Be Repealed

The transportation excise taxes were imposed strictly as a wartime measure. Their purpose was to discourage unnecessary travel and shipping at a time when all the agencies were strained to the limit, as well as to produce some revenue for the government.

More than a decade has passed since the war ended. Yet the travel and transport taxes are still with us. The travel tax is 10 per cent, the transport tax on freight 3 per cent. And those taxes are doing now, in peacetime, precisely what they were intended to do in wartime—discouraging travel!

These are not taxes paid by the railroads and other carriers. They are taxes paid by the public, in addition to regular freight and passenger charges. In 1956 the Illinois Central Railroad acted as an uncompensated collection agency for about \$8 million. Since World War II these taxes on Illinois Central transportation have amounted to nearly \$85 million. This is money the law required the Illinois Central to collect from people for shipping or riding on its trains over and above published tariff charges. It comes, of course, from the pockets of the people.

The tax is discriminatory. Regulated carriers are subject to the tax on all intercity services whether by rail, bus, truck, plane, boat or pipeline. Private carriers, not performing for hire transportation, are not taxed.

Hearings are being conducted in Washington by a subcommittee of the House Ways and Means Committee. Witnesses representing the nation's railroads, truck and bus lines, manufacturers, oil pipelines and labor organizations have presented testimony to the committee in opposition to the tax. Examples of discrimination have been presented. While shippers in the United States must pay this tax on shipments moving to a given

market, the same commodity being sent to the same market by a Canadian shipper escapes being taxed. Within the United States the tax discriminates against shippers who must send products to market greater distances than their competitors.

The "temporary" excise tax on transportation affects every American. It is not a luxury tax, but applies to food and the basic necessities of life. It is a tax on living. The repeal now of this World War II tax will produce almost immediately a reduction in the cost of living of every American.

## Big Trucks Threaten to Dominate Roads at Expense of Autos

The heavy trucking industry, growing fast and fat, and seemingly unmindful of public reaction, appears to be looking forward to the day when trucks will take over the public highways.

The February issue of *Power Wagon*, an industry monthly publication, printed a speech of the president of a truck sales company who bragged:

"Not too long ago the ratio of cars to trucks on the road was eight cars to one truck. Then it dropped to five cars to one truck, now a four to one ratio doesn't seem far away."

For several years passenger car owners have been taking a second look at the looming danger of a big truck monopoly of some of the nation's heavily traveled highways.

Insofar as highway capacity is concerned, each truck is the equivalent of several automobiles, depending on the character of the terrain and type of highway. The uneconomic multiplication of highway freighters—which is largely the result of favoritism by federal, state and local governments—is threatening to consume the country's resources for highway improvement and maintenance and discourage motorists from using the highways for which they pay more than two-thirds of the cost.

The trucking industry directs attention to its payment of approximately one-third of highway costs, while the public pays the other two-thirds for highways that could be constructed and maintained at much lower costs were it not for heavy truck traffic.

Even with the vast federal highway program, which can afford only temporary relief, it is not difficult to foresee the day when trucks will completely dominate the highways unless automobile owners wake up to what is happening.

## Bates Assails FHA Interest Rate Boost

Harry C. Bates, Vice President of the AFL-CIO and chairman of its Housing Committee, issued the following statement opposing the increase in the FHA interest rate:

"The increase in the FHA interest rate on government-insured mortgages to an effective 5½ per cent, announced by Housing Administrator Albert Cole, is a blow to the hundreds of thousands of families seeking to purchase livable homes at costs within their means. With two-thirds of all families already virtually barred from the housing market by financial charges and sales prices they cannot afford, the new

sky-high interest rate imposes additional financial burdens upon the average family wishing to purchase a home.

"While stressing the relatively moderate increase in monthly housing costs resulting from the new interest rate, the administration glosses over the startling fact that for the family with a \$10,000 mortgage to be paid over a thirty-year period, the boost in the FHA interest rate means an increase of more than \$1000 in total payments over the life of the mortgage. This is money that goes right out of the pocket of the hard-pressed homeowner into the bulging coffers of banks and other mortgage lending institutions. This is indeed the payoff of the administration's tight money policy.

"Instead of pricing more families out of the housing market, there is an urgent need to lower the financial costs of decent homes so that they can be borne without stretching to the bursting point the family budgets of workers and other middle income families. To accomplish this objective, the AFL-CIO urges the Congress to launch an effective middle income housing program by authorizing low interest, long-term loans for cooperative, sales and non-profit rental housing available at moderate cost to middle income families."

## Eighty House Democrats Form Liberal Bloc Looking to 1958

Eighty Democratic members of the House of Representatives have formed a new liberal bloc in an effort to make a record on liberal legislation for 1958 in the face of the Republican-Southern Dixiecrat coalition which has a way of beating down liberal bills.

Rep. Eugene J. McCarthy of Minnesota is organizer of the bloc which includes almost all Democratic members from Illinois, Michigan, Minnesota, Indiana, Wisconsin and Ohio. Others have joined from Washington, Oregon, California, Montana, Idaho, Arizona and Colorado.

The group has a platform which includes most of the New Deal and Fair Deal programs with a Northern liberal viewpoint generally prevailing.

## Cash Dividends Hit Record High

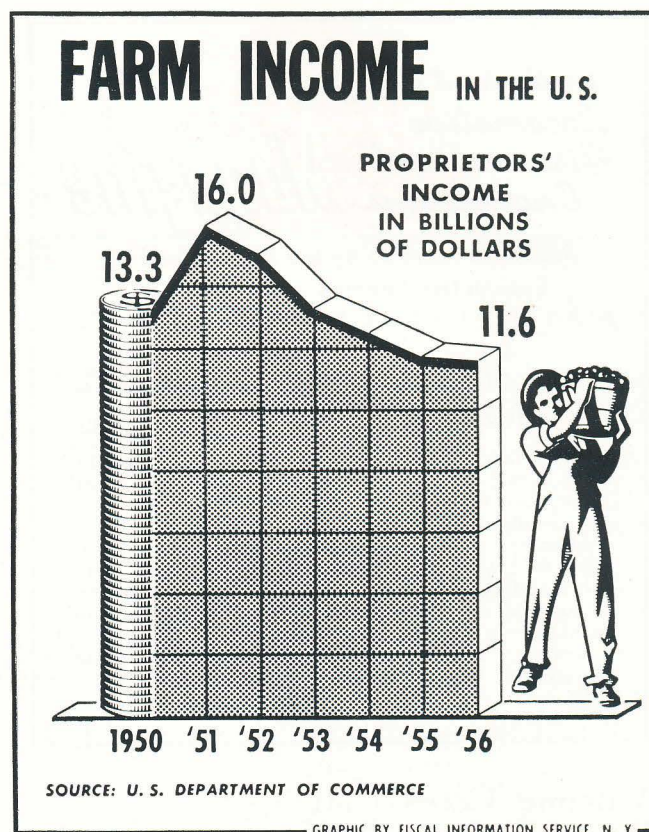
Cash dividends announced by corporations issuing public reports hit a new high in 1956, reaching \$11,256.3 billions—35 per cent higher than dividends announced in 1952, the last year of the Truman Administration.

Here is the story of the way in which dividends have climbed under the Eisenhower Administration:

1952 .....	\$8,320 billion
1953 .....	8,565 billion
1954 .....	9,289 billion
1955 .....	10,434 billion
1956 .....	11,256 billion

The U. S. Department of Commerce reported that the 1956 dividends represented an 8 per cent increase over 1955 as "new investment continued high and the proportion of earnings distributed rose."

All but four of the industries tabulated showed a 1956 increase, including iron and steel which shot up



13.7 per cent. Oil refining increased 12.5 and even textiles and leather which are supposed to be in the doldrums improved 8 per cent.

Nonmanufacturing groups gained roughly 10 per cent over the year.

Industries which showed lower dividends in 1956 than in 1955 included automobiles which dropped slightly from \$750 million to \$734 million. Transportation equipment, railroads and miscellaneous industry also dropped slightly.

## Labor News Briefs

Life as an executive must have its grueling aspects judging by a new business that has sprung up in Sidney, Australia.

A beauty parlor has opened catering only to weary executives. Services offered include mudpacks for sagging face muscles, massages, permanent waves, hair tints, manicures and pedicures and advice on how to lose weight.

Workers with sagging face muscles—and toenails—can go elsewhere.

\* \* \*

Forty-two States, Alaska, Hawaii, Puerto Rico and the District of Columbia have laws regulating private employment agencies to some extent, the U. S. Labor Department reports in the American Workers' Fact Book.

\* \* \*

Men workers change jobs more often than women do, but women enter and leave the labor force more often than do men, according to the American Workers' Fact Book, published by the U. S. Labor Department.

# The OZARK TERMINAL *Story*

## Converted Limestone Quarry Near Neosho Becomes Unique Storage Center

**W**HEN Arthur E. Stilwell used a map to project the shortest line between Kansas City and the sea, and followed that line in building the Kansas City Southern Lines, he tapped a territory blessed with more natural wealth than even he could imagine. Now it appears the very hills that border the right of way are endowed with special qualities.

### A Hollow Hill

Less than a mile north of Neosho, but close to the KCS line and overlooking Shoal creek, is one such hill. There was a time when it resembled its neighbors on every side, but that resemblance is gone—removed by train and truck. Even the interior was hauled away. Now the removal process has been reversed, and the hill is being refilled—this time with manufactured goods or raw materials.

In its new role as a storage area the man-made cavity is destined to become a prominent part of the traffic scene along KCS lines.

The temperature a few feet within the entrance is sixty degrees, and this temperature does not vary more than five degrees throughout the year. Another virtue that marks this hollow hill as an outstanding storage area is its dryness. The hilltop which covers it is composed of solid rock impervious to moisture penetration.

### Rock Roof Is Watertight

Dryness is the special quality that sets the hill apart from most caves, whether natural or man-made. A constant temperature in the vicinity of 60 degrees is a characteristic of nearly any excavation which goes to sufficient depth, but in most cases such a cave will be wet because of water seepage through the ground above.

The overlying rock of the Neosho excavation, however, is a natural watertight roof.

The chemical quality of the rock in this hill is the reason the Southwest Lime Company of Neosho established a quarry at the site in 1942. Several thick layers of limestone in the core of the hill contained a high concentration of calcium carbonate. This type of limestone, after it has been burned in a kiln, is used by the steel industry.

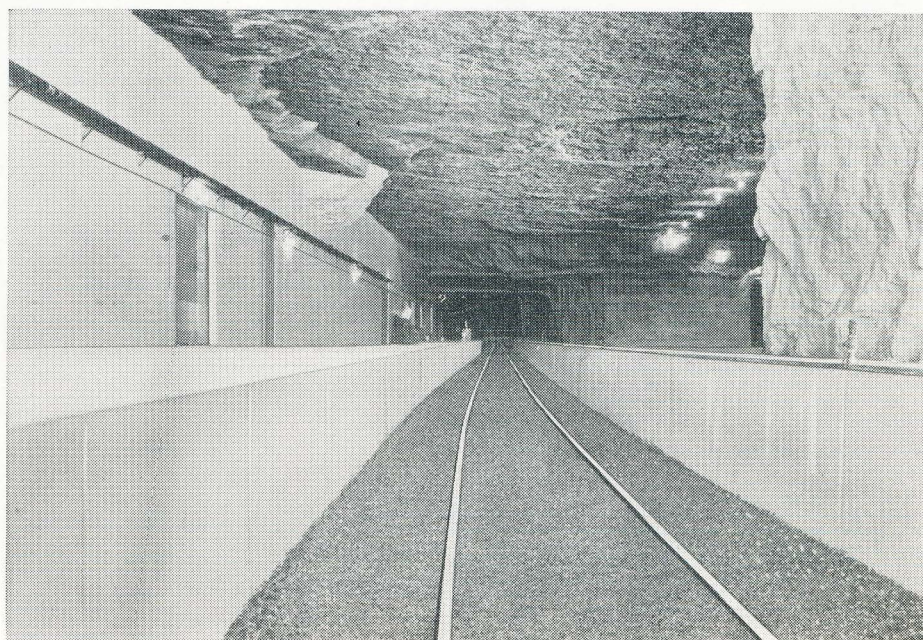
During the ensuing years these calcium-rich layers were removed. In the mining process workmen carved around and left standing thick rock pillars from 25 to 40 feet in diameter. These supported the roof while digging continued. The pillars are spaced from 75 to 200 feet apart.

What remains is an enormous pillared vault with an entrance at one tip of the roughly crescent-shaped excavation. The area usable for storage is approximately 600,000 square feet, or nearly fourteen acres. The cave entrance is high up on the face of the hill, approximately 75 feet above the water level of Shoal creek. The distance from floor to ceiling within the cave varies between twenty and thirty feet.

### Ample Rock Remains

That part of the hill above the roof of the quarry varies in thickness from forty feet near the mine entrance to 160 feet at the top of the hill, and most of this overlying material is solid rock. The layers of rock that remain above, though still limestone, and still of good quality for general use, do not have the same high calcium carbonate content as that rock in the core of the hill. Mining it for the specialized use of the

ENTIRE LENGTH OF 600-FOOT SPUR EXTENSION is almost visible in this view. Steel fire doors, when closed, isolate storage zone from rest of the area. Finished portion, left, contrasts with semi-finished area at right.



steel industry would have been economically prohibitive.

This, then, was the physical situation in early 1956 when the Southwest Lime Company management was approached concerning the possibility of converting their quarry to a storage area.

Convinced of the feasibility of the venture, and of its inherent possibilities, the lime company joined in the formation of a new organization, the Ozark Terminal, Incorporated, and work was begun in April of that year to shape the interior into a more conventional form, and to equip it with necessary utilities.

#### Spur on Solid Foundation

The roadbed for a spur track was dug 600 feet into the storage room interior. This spur is long enough to hold about fifteen cars and is sunk below the existing floor level. In effect the tracks split the storage area into two parts. Reinforced concrete loading docks were built on both sides of the tracks, and these extend its entire 600-foot length. Thus it is possible to load or unload as many as fifteen cars simultaneously, working from either side, and without regard for any condition that may be occurring outside the quarry entrance.

On either side of the track, and parallel with it, reinforced concrete partitions were poured, extending from floor to ceiling. One of these partitioned areas again was divided by a reinforced concrete wall cross-wise to the other. This is the pattern that will be followed throughout the entire underground area—a number of concrete-walled storage zones, each approximating 50,000 square feet. Additional zones will be partitioned as the need for more space arises.

#### Sprinkler System Available

Some of these storage zones are, or will be, equipped with a conventional sprinkler system. The storage user has a choice of sprinklered or non-sprinklered storage zones. These are alike in every respect except that materials stored in the sprinklered area carry a cheaper insurance rate.

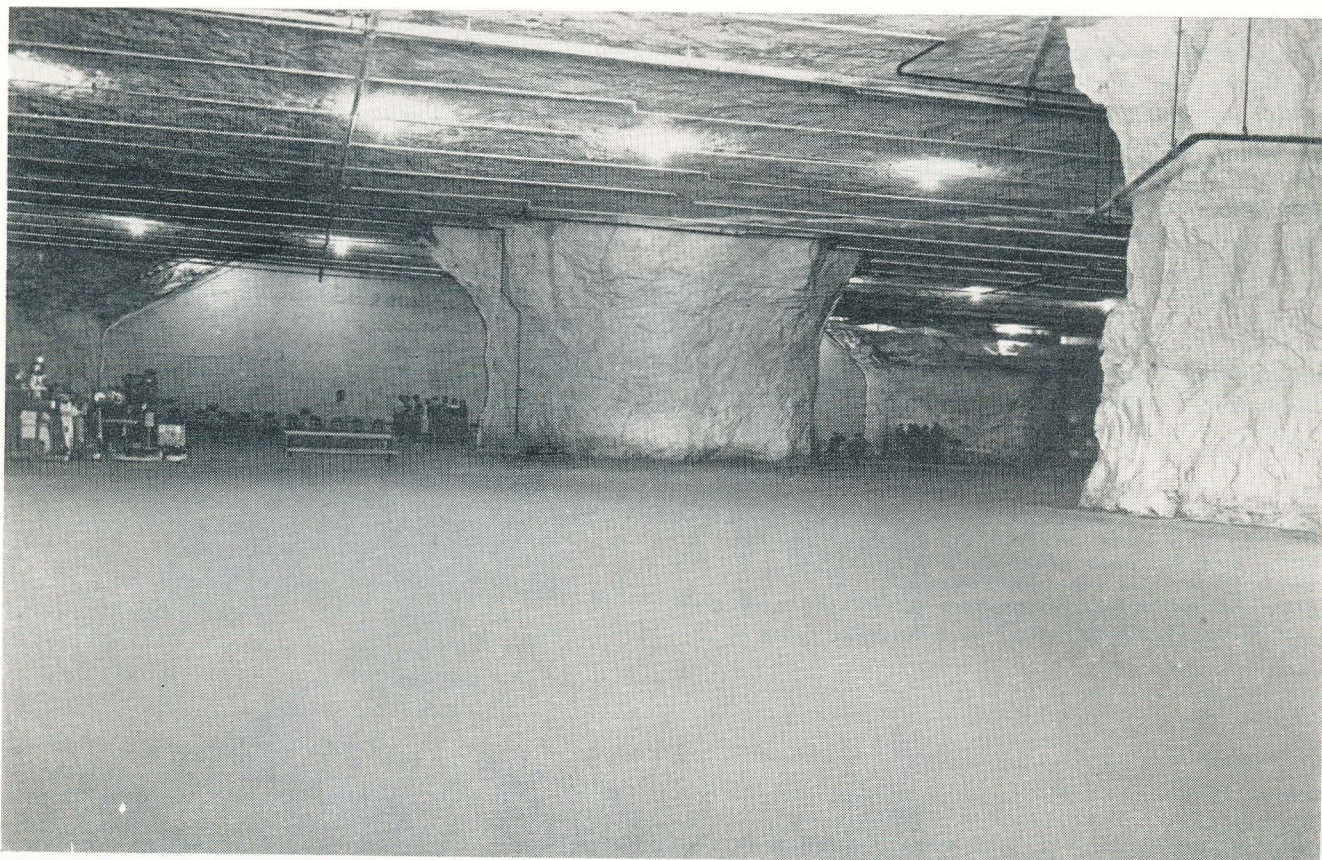
The water supply for the sprinkler system is contained in a reservoir dug into the storage hill at its highest elevation. From this reservoir a large main slopes underground to a point over the loading docks and storage zones. There it descends vertically through 100 feet of solid rock to the distribution lines below. The sprinkler system also is connected with the Neosho water supply for double protection.

#### Unusual Flooring Materials

For storage operations the floor of the quarry has been surfaced with "ag-lime," road oil and asphalt. Ag-lime is the common term for agricultural limestone, a finely ground by-product of any rock-crushing operation. A thick coating of this ag-lime was used over the existing rock floor to smooth out any knobs and bumps that were present. After it was tamped and rolled, a coating of road oil was spread over the surface. This was followed by a thin coating of the sand-like ag-lime, and finally a finish coat of conventional highway asphalt was applied.

To complete the interior of the storage chamber, pillars, concrete walls and limestone ceiling were coated with a white paint to intensify light reflection, as well as to make the interior surfaces uniform in appearance.

The electrical power system at the storage plant is



SPRINKLER-PROTECTED ZONE is a duplicate of area shown in first picture except for prominent pipework and electrical conduits.

far above the requirements—enough, in fact, to satisfy the demands of a manufacturing plant. The same is true of the supply of gas available at the warehouse.

### Emergency Supply Always Ready

Water in plentiful supply is available from two deep wells and, of course, from Shoal creek. The reason for the extra supply in the reservoir is to make the sprinkler system independent of any other water source. Once it is filled to capacity the reservoir will be sufficient for any emergency that it is possible to control.

Within the quarry the same atmosphere which makes it an ideal storage medium also presents a minor problem. To be efficient the storage area must employ mechanization, in the form of fork lift trucks and other power-operated equipment. These have been adjusted to burn fuels that do not pollute the atmosphere with harmful gases.

### Custom-Tailored Humidity

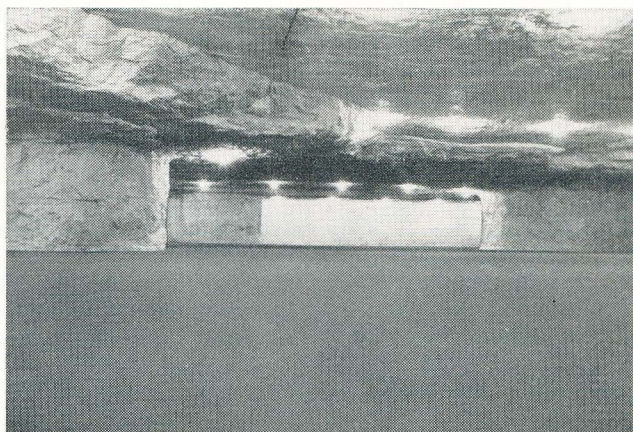
Desomatic machines which control humidity, have been installed in each storage zone.

Outside the quarry a 4000-foot spur has been constructed by our track forces to connect the storage area with our main line.

From the standpoint of storage the most noteworthy feature of the underground warehouse is its constant temperature between 60 and 65 degrees. Although considerably higher than the so-called cold storage zone, this moderate temperature has certain advantages over the usual warehouse climate.

The keeping quality of grains, for example, is increased at this temperature because infestation from various kinds of weevils is dormant or greatly reduced. In the storage of seed grains it is known that increased germination will result if the grain is stored under controlled temperatures.

Humidity, of course, must also be considered, but the compartments within the storage cave permit the Desomatic machines to produce a variety of climates, each with the desired degree of humidity. Thus, it would be no trick to store cabbage, which is preserved best at a low relative humidity, and seed potatoes, which the growers like to keep at a high relative



**FINISHED STORAGE ZONE** is ready for occupancy. Bright rectangle in center background is a ten-inch thick reinforced concrete partition, conveniently constructed between pillars.

humidity, in the warehouse at the same time, each in the humidity best suited to its needs and exposing both to the same beneficial temperature.

### Static Atmosphere Beneficial

Other commodities, too, benefit from the type of controlled storage the Ozark Terminal can supply. Newsprint and paper, under high temperatures, develop a cure in the texture. Paper bags, stored in high, fluctuating temperatures, become brittle and are more likely to tear. These two faults would not occur under the storage conditions within the former quarry. Even machinery and metal goods are less subject to rust under a controlled humidity and constant temperature. In general, it might be said that the keeping qualities of anything will be improved under these conditions.

Apart from its unique storage qualifications, the warehouse might be considered a prime defense distribution center for the Midwest area. Its hilltop roof of rock is, for all practical purposes, impenetrable.

### Room for Future Growth

Turning to future expansion it might be thought that because of the nature of the former quarry the Ozark Terminal could only suffer, but never solve, any growing pains. Fortunately, such is not the case. Even though the 600,000 square feet of floor space is a sizable

**VAST SPACE IN STONE STORAGE CAVE** is dramatized by diners at 120-foot long table, which is lost from view in storage zone.



space to to be found under one roof, it may be filled more quickly than anticipated. For this reason the Southwest Lime Company continues to quarry limestone from adjacent sections of the hill. When the high calcium strata of limestone have been removed

from these additional mines a total area of six million square feet will be available for conversion to storage.

Thus, as the rock moves out, the goods and products of the region will move in, and as each keeps pace, the once hollow hill will never again be empty.

## *A Century of Railroading in New Zealand*

By ARTHUR L. STEAD  
*London Correspondent*

SIX thousand miles southwest across the Pacific from San Francisco is located the Dominion of New Zealand. There, just a century ago, hardy settlers from Britain commenced to pioneer a railway system which today ranks as one of the most virile and go-ahead transportation undertakings in the world.

Early settlement of New Zealand by the white men began in 1850, when the first landing was made at Lyttelton, on the east coast of the South Island. With vivid memories of George Stephenson's railway achievements in England ever in their minds, the early settlers soon set about bringing the "Iron Road" to their new homeland, thereby laying the foundations of the present-day rail network of some 3500 route miles, serving all parts of both the North and South Islands.

New Zealand's first public railroad actually was opened in part in 1863, when the pioneer steam locomotive, "Pilgrim," hauling its quaint little train of typically English passenger cars, left Madras Street Station for Ferrymead. Following the completion of a 1¾-mile long tunnel beneath the Port Hills, the throughout Lyttelton & Christchurch Railway was opened in 1867.

The railway ball once set rolling, New Zealand in the 1860's experienced a minor railway complex, and particularly in the South Island short railroads of 5 ft. 3 in., 4 ft. 8½ in. and 3 ft. 6 in. track gage sprang up to serve the more settled areas. The pioneer

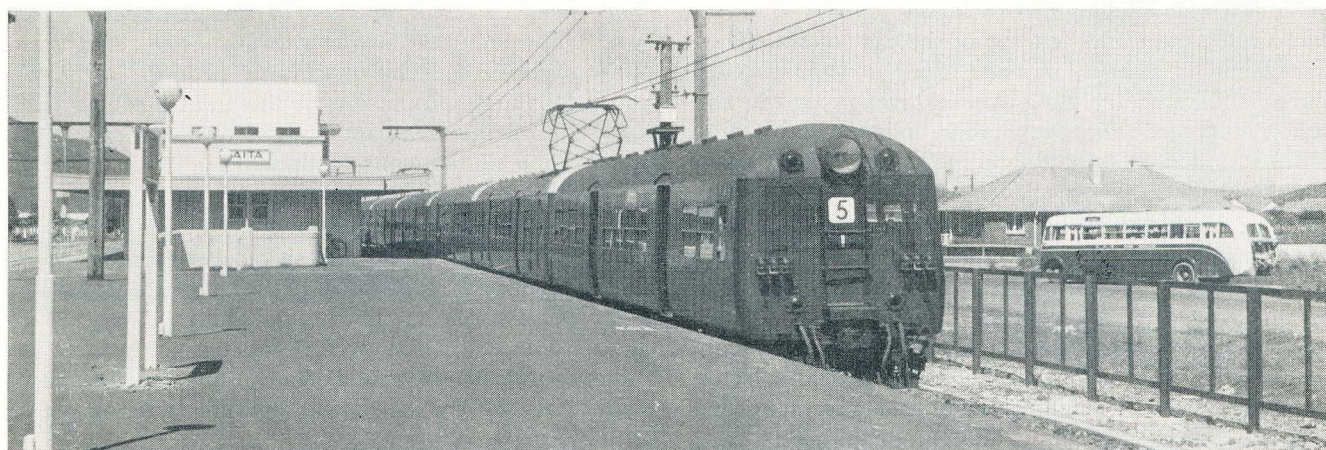
Lyttelton & Christchurch road was itself a 5 ft. 3 in. line. In the North Island, a short 4 ft. 8½ in. military road came into being in 1864, but it was not until 1873 that the North Island's pioneer public railway was opened for traffic, this being a three-mile section near Auckland. In 1870, railroad construction in New Zealand was commenced by the government and the track gage for all existing and future roads standardized at 3 ft. 6 in., considered to be the most suitable for the country's needs. By 1877, all the New Zealand lines had been converted to this dimension, which remains in favor to this day.

By 1880, New Zealand possessed 1180 miles of railway. Twenty years later, mileage had grown to 2100, and this in an undeveloped country where the total population was only about 800,000. A trunk road, 369 miles long, was completed in 1879, connecting the three South Island cities of Christchurch, Dunedin and Invercargill, but the final link of 218 miles between Christchurch and the northern port of Picton—where train-ferry connection is given with the North Island—was not opened until 1946. Now, the trunk route of 587 miles runs the entire length of the eastern side of the South Island, and from it pass many important routes to the West Coast and the interior.

In New Zealand's North Island, the most important trunk road is that between Wellington and Auckland, 425 miles, including engineering masterpieces



WELLINGTON STATION, headquarters of the New Zealand Railways



MULTIPLE-UNIT SUBURBAN PASSENGER TRAIN at Taita Station, near Wellington, on the electrified route of the New Zealand Railways

like the Raurimu Spiral and the 258-ft. high Makatote Viaduct. Other trunk roads in the North Island lead from Auckland towards the northern tip of the Dominion, and eastwards to Rotorua; and from Wellington to Napier and New Plymouth.

Earliest track of the New Zealand Railways consisted of forty-pound iron rails on dirt ballast. Today, fast trains roar over fine roadbed and seventy-pound rails at speeds up to fifty mph and over. A new standard rail weighs 85 pounds per yard and is largely employed on the main-lines, while 100-pound steel is used on electrified routes.

Tunnels, viaducts and bridges abound on the New Zealand Railways, and main lines are both heavily graded and tortuous. Long tunnel is the Otira, in the South Island,  $5\frac{1}{4}$  miles. Among important viaducts are the Makatote structure, on the Wellington-Auckland main line, previously mentioned; the 315-ft. high Mohaka Viaduct, between Napier and Wairoa, in the North Island; and the 946-ft. long Mangaweka Viaduct, on the Auckland-Wellington route. To these outstanding structures must be added the Hapuawhenua Viaduct, on the Wellington-Auckland trunk road, which is unique in being entirely curved, a radius of 10 chains being employed. It is 932 ft. long, and 149 ft. high, in prefabricated steel.

The Raurimu Spiral, on the Wellington-Auckland main line, is one of the railway wonders of the world. Seven miles long, this cleverly-designed loop overcomes a sudden 714 ft. increase in altitude, incorporating a complete circle, three horseshoe curves and two tunnels.

One mile beyond Raurimu depot, the railway main line doubles back to within 300 ft. of its starting point, having ascended 82 ft. in height. Curves at this point are of  $7\frac{1}{2}$  chains radius, and the gradient is 1 in 50. The spiral itself is laid in curves of  $8\frac{1}{4}$  and  $12\frac{1}{4}$  chains radius, and at  $1\frac{3}{4}$  miles from Raurimu the distance between the rail levels where the line passes over the first tunnel is 74 ft.—232 ft. above Raurimu. At a distance of  $2\frac{1}{4}$  miles from Raurimu, the line almost completes a circle only 18 chains in diameter; and at 3 miles by rail a straight line across country to Raurimu measures three-quarters of a mile. Two tunnels on the spiral are 1260 ft. and 315 ft. long respectively.

The earliest passenger stations on the New Zealand

Railways were mostly very modest timber structures. By degrees, stone, brick and concrete construction was adopted, and today there are fine commodious stations at points like Wellington, Auckland, Dunedin and Christchurch. The present headquarters depot at Wellington was opened in 1937. It is a magnificent brick building, roofed with Spanish mission tiles. Every conceivable amenity is provided, including a cafeteria, hairdressing salon, bathrooms, waiting rooms, book-stalls, a post office and children's nursery.

Back in the horse-and-buggy days of the early nineteenth-hundreds, travel was slow in New Zealand. The first regular trains between Wellington and Auckland, for example, in 1909 took  $19\frac{1}{4}$  hours to cover the 425-mile run, with fifteen or more intermediate stops. Maximum permissible speed was forty mph, and fastest average speeds between stops seldom exceeded thirty mph. Consisting of wooden cars—gas-lit and equipped with horsehair padded seats—these 200-ton trains were hauled most of the distance by four-cylinder compound steam locomotives of the "A" class.

The ability of these locomotives to attain speeds considerably higher than forty mph, coupled with a program of bridge and track improvements, led to an acceleration of main-line express services in 1914, when the speed limit was raised to 45 mph, and the overall Wellington-Auckland journey time was reduced to  $17\frac{1}{2}$  hours.

For the ensuing ten years, there was no appreciable change in train speeds in New Zealand, but in 1924 travel-time on the Wellington-Auckland route was reduced by  $3\frac{1}{2}$  hours by the introduction of fast "Night Limited" trains. Scheduled to cover the 425 miles in  $14\frac{1}{4}$  hours, these expresses averaged 30 mph overall, with running speeds of up to 50 mph. By this time, main-line passenger trains were being hauled by "Ab" class steam locomotives, with powerful "Wab" class tank engines over the mountain section between Taihape and Taumarunui.

The "Ab" engines were "Pacific" (4-6-2) machines, and performed wonderful service for many years. It is interesting to recall that the first engine of this type bore the name, "Passchendale," in honor of the many New Zealand railwaymen who served with the Allied Forces at Passchendale, in the Ypres Salient in France, in World War I.

Today, the Wellington-Auckland journey time remains much the same—except in the case of the “Day-light Limited,” which has been brought down to 13½ hours—and main-line train speeds throughout the Dominion compare very favorably indeed with those ruling in other lands having comparably difficult operating conditions.

Many impressive improvements have been made in New Zealand passenger services during the last quarter of a century or so. In the early nineteen-thirties, the advent of the powerful “K” class steam locomotive and heavy steel cars heralded the dawn of a new era. The latest type of main-line passenger car is a semi-streamlined vehicle weighing thirty tons and measuring 56 ft. in length, electrically lighted, steam-heated, and equipped with foam-rubber seats. Comfortable sleeping cars are provided on all regular overnight trains, and first-class cars are pressure-ventilated to exclude dust.

To meet the demands of the steadily increasing traffic, the New Zealand main lines are being constantly improved. Steep grades and severe curves are being eliminated, and up-to-the-minute electric color light signaling and “finger-tip” centralized traffic control equipment installed. Double track has been laid on certain heavy traffic sections, while at busy subterminal stations the passenger and yard accommodation has been modernized. In addition, the Wellington-Paekakariki section of 24½ miles has been electrified to facilitate the handling of heavy traffic over steep grades and through long tunnels.

The electrified Wellington-Paekakariki line carries, in addition, a heavy suburban business. Multiple-unit electric trains are utilized in this important service. Introduction of diesel power is a recent development in New Zealand. For some years, diesel switching locomotives have been employed with success, and now main-line diesel traction is coming into the picture. The 1500 hp diesel-electric locomotives promise to revolutionize freight train handling on the main lines. Geared for a maximum speed of 60 mph, these machines are 61 ft. 3 in. long and weigh 103 tons in working order.

For freight handling, the New Zealand Railways own about 31,000 cars, a popular pattern being the

“high-side,” a small brother of the American “gondola.” For handling frozen meat, special refrigerator cars are utilized, meat and farm products generally forming a large proportion of the total business dealt with. In all, New Zealand freight business by rail totals about 9 million tons annually.

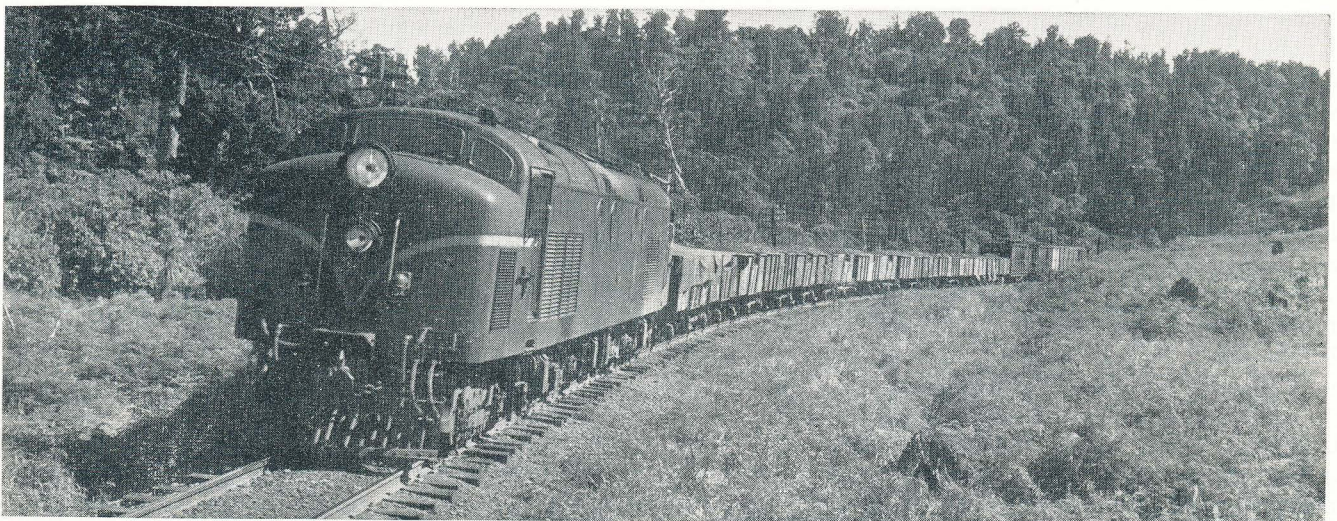
The New Zealand Railways operate commodious freight depots at the principal centers, and at suitably located points there are extensive classification yards. One of the most modern yards is that at Middleton, near Christchurch, in the South Island. This yard includes some 8¾ miles of running track. It is of the “hump” type, 84 chains in length, and carrying at its widest part 31 tracks. Flood lighting is employed to facilitate night working.

Like most railway undertakings, the New Zealand Railways have had to face up to severe highway competition in recent years. To meet this situation, specially frequent and fast train services have been introduced on many routes, and the railways have themselves embarked extensively upon highway transport for both passengers and freight. The New Zealand Railways are assisted to some extent by a law prohibiting the operation of competitive highway transport over distances exceeding thirty miles, but there is no law to prevent any trader using his own highway trucks for his own merchandise, and the problem of highway competition remains a headache.

Some 25,000 employees are on the payroll of the New Zealand Railways, and a feature is the conduct of educational schemes encouraging locomotive and other men to widen their knowledge of railroading and qualify for promotion. At the moment, with the expansion of the Dominion's trade and agriculture, the railways urgently require additional workers, and an energetic campaign is being conducted to attract more young men and women to the industry.

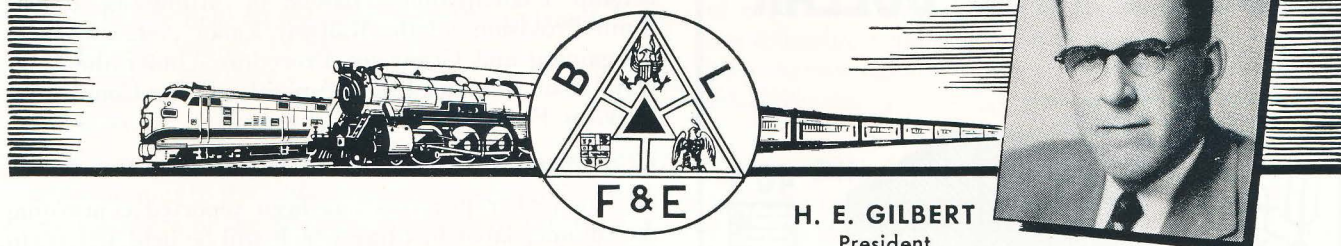
It would indeed be difficult to find a more progressive transportation undertaking the world over than the New Zealand Railways. This “up and coming” system—now almost a century old—has, indeed, cause for pride in the part it has played in the development of the Dominion.

(Photographs by courtesy New Zealand Railways.)



SOUTHBOUND FREIGHT TRAIN of the New Zealand Railways near Ohakune, on the Auckland-Wellington road, headed by 1500-hp 2-Co-Co-2 English Electric Company's diesel-electric locomotive.

# GRAND LODGE...



H. E. GILBERT  
President

## Timely Topics of Membership Concern

By H. E. GILBERT

**OFFICERS** and members of our Brotherhood are urged to be ever on the alert to detect and expose what appears to be an undercover propaganda campaign carried on by representatives of the other organization. This is particularly true on railroad properties where the BLF&E maintains contracts for engineers, as well as firemen (helpers), hostlers and hostler helpers.

### Organizing and Insurance Promotion

It is becoming more and more apparent that every type of insidious propaganda trick is being utilized to mislead members of our Brotherhood into believing that the procurement of vast improvements in their wages and working conditions *is* in the offing, provided they designate the other organization as their representative. When these techniques are uncovered, every effort should be exerted to impress upon the members concerned that rash promises can never take the place of deeds already achieved in their behalf by the BLF&E.

As has frequently been reported, the railroads upon which the BLF&E maintains the contract governing engineers numbers 180. From time to time the other organization initiates steps under the Railway Labor Act to divest our Brotherhood of this authority on individual railroads, using the usual hokus-pokus technique.

The record reveals that in each instance our members, particularly those engaged as engineers, are too intelligent to pay any attention to the rantings of the other organization and, consequently, a devastating defeat is administered the other organization in the representation elections or they withdraw their request for an election. All simmered down, bluff and bluster cannot take the place of facts. And through the continued exercise of intelligence by our members in refusing to pay any attention to propaganda, they in effect are making a substantial contribution toward merging the two organizations.

In further advancing the interests of the Brotherhood and its members, every effort should constantly be exerted toward enlisting in our ranks every eligible nonmember. That this phase of the work is being dealt with aggressively on the local level is attested to by the appreciable gains made during 1956 and it is anticipated further gains will be reflected in the months ahead.

### Insurance Promotion

In the previous report concerning our insurance operations, it was pointed out that more than two million dollars of insurance has been issued to members during the first three months of the present year. During April our high level of insurance promotion continues with slightly in excess of \$700,000 of new issue.

We owe it to every insurable member to inform him of the fine protection, savings and investment found in policies issued by the Brotherhood; and for the good work in this direction that is being performed locally, the sincere appreciation of the International President is expressed.

\* \* \*

### Education Program

#### CALIFORNIA

#### Los Angeles

No further progress has been reported concerning the eighteen-week course covering Public Speaking, Parliamentary Procedure and Labor Law which is presently being held for members of the BLF&E and BRT through the Los Angeles Board of Education.

#### GEORGIA

#### Savannah

The Railroad Labor course being offered through the facilities of the Savannah Vocational School began April 2. The subjects covered thus far have been Labor Relations and the Railway Labor Act. Much interest has been shown by members of both Brotherhoods in this course.

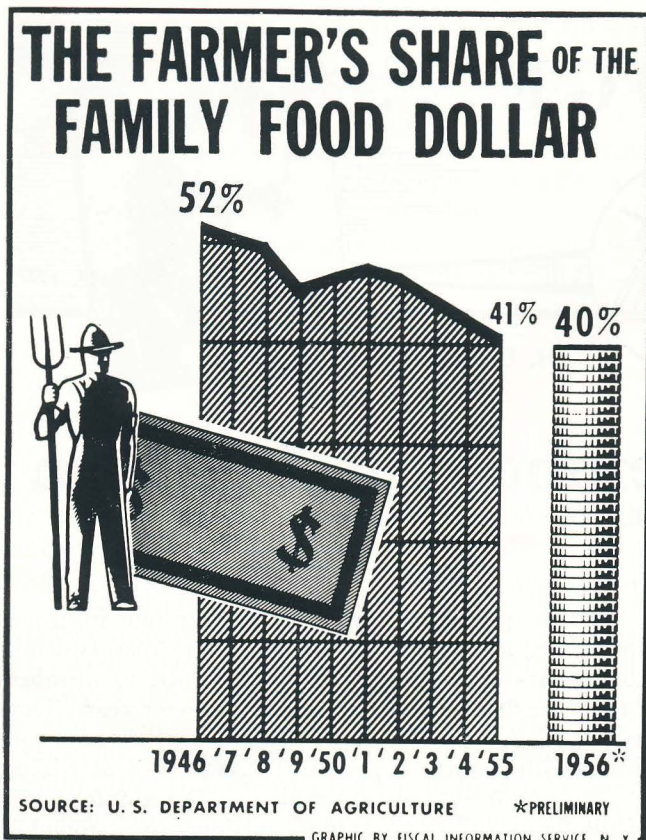
#### ILLINOIS

#### Chicago—University of Illinois

The Public Speaking and Parliamentary Procedure course held for members of the BLF&E and BRT through the Institute of Labor and Industrial Relations, University of Illinois, concluded on April 11. No further plans have been made for holding additional classes at this time.

#### Chicago—University of Chicago

A meeting of education representatives of the BLF&E and BRT was held on April 15, together with the Director of Union Research and Education Projects



of the University of Chicago, at which time tentative plans were made for the holding of a two-day conference dealing with the problems of union leadership. Letters are being sent to each BLF&E lodge in the greater Chicago area to ascertain the degree of interest in such a conference.

#### *East St. Louis*

The Railroad Labor Relations course which is being held in cooperation with the Extension Division of the University of Illinois began on April 15. It consists of both morning and evening classes for members of the BLF&E and BRT. At the present time there are 36 enrolled in the morning classes and 47 in the evening classes.

#### MARYLAND

#### *Baltimore*

The Public Speaking course which was offered through the facilities of the Baltimore Board of Education for members of the BLF&E and BRT terminated on April 26. Thirteen completed the course—consisting of six from our Brotherhood and seven from the BRT. A dinner meeting was held on May 3, at which time certificates were awarded.

#### MICHIGAN

#### *Detroit*

The course in Public Speaking and Leadership Training at Wayne State University was completed on May 16.

#### MINNESOTA

#### *Duluth*

Letters have been sent to members in the Duluth-Superior area announcing the one-day railroad labor

institute which will be held through the Extension Division of the University of Minnesota. It will be held at the Duluth Labor Temple, 320 West 1st Street. The subjects included are Parliamentary Law and Membership Participation, History of Minnesota Labor, Main Provisions of the Railway Labor Act, Collective Bargaining and Grievance Procedure Under the Railway Labor Act, and Labor Activities in the Community Services Field.

#### *Lake Minnetonka*

No further progress has been reported concerning the summer labor institute which will be held at Lyman Lodge beginning August 19 for a period of five days. This institute will be held in cooperation with the University of Minnesota.

#### MONTANA

#### *Bozeman*

Letters have been sent to officers of all lodges in the state of Montana announcing the forthcoming two-day labor conference which will be held through the facilities of Montana State College on August 16 and 17.

#### NEW JERSEY

#### *Hackensack*

The course dealing with the Labor-Management Relations Act, along with Grievance Procedure under the act, is progressing in a satisfactory manner.

#### *Newark*

The Railway Labor Act and Grievance Procedure course as well as Leadership Training course which was held for members of the BLF&E and BRT in cooperation with Rutgers University was completed on May 16.

#### *New Brunswick*

A one-day institute was held on May 18 at The Commons, Rutgers campus, for members of the BLF&E and BRT. The conference included a study of (1) Labor and the Law, dealing primarily with the Railway Labor Act, (2) Collective Bargaining Under the Railway Labor Act, and (3) Collective Bargaining Under the Labor-Management Relations Act. Assistant President S. C. Phillips discussed the Right to Organize and Bargain Collectively. Max Swerdlow, Director of Education, Canadian Labor Congress, discussed Organized Labor and Education.

#### NEW YORK

#### *Buffalo*

The course in Leadership in Union Meetings offered in cooperation with the New York State School of Industrial and Labor Relations, Cornell University, for members of the BLF&E and BRT, terminated on April 30.

#### OHIO

#### *Columbus*

The course in Railroad Labor Relations offered through Ohio State University for members of the BLF&E and BRT, created much interest among attending members. The classes terminated on May 24 and 27 respectively.

# PENNSYLVANIA

## State College

Because of interest shown by members of our Brotherhood a one-week railroad labor institute has been planned to be held on the campus of Pennsylvania State University, August 18-23.

# SOUTH CAROLINA

## Columbia

A two-day labor institute was held April 26 and 27 on the campus of the University of South Carolina. Thirteen members of the BLF&E and nine of the BRT attended this conference which was the first of its kind held by our Brotherhoods in this state.

# WYOMING

## Laramie

The final class session of the course in Understanding Railroad Labor Problems was held April 22 at the University of Wyoming and was attended by seventeen members of the BLF&E and nineteen members of the BRT.

\* \* \*

## Amalgamation

Since issuance of the letter of February 11, 1957, by the International President to all members of the BLF&E, a large mass of communications have been received from members of both organizations evidencing an intense interest in merging the forces of the two organizations and thus building up greater strength and stature to the end that the interests and the welfare of all enginemen in the United States and Canada may be more effectively promoted.

It seems unnecessary to here record the fact that the proposal to amalgamate the two organizations stems from two fundamental considerations:

First, the present form of dual unionism is serving only to impede the march ahead in establishing for enginemen those improvements in wages and working conditions which are demanded by present day economic standards.

Secondly, with each organization going its separate way in the protective and legislative fields, including all other normal activities designed to enhance the interests of its members, costly, duplicate procedures are necessarily followed by both, with the end result that the achievements of one organization are about the same as the other. With one organization representing enginemen its bargaining power would be appreciably strengthened with more economy and efficiency in its operations. This appears to be fully recognized by enginemen generally as it should be. There is no valid reason that can be advanced against the proposal.

To date, it is the position of the Grand Chief of the other organization that "he" has no authority to further consider any plan of amalgamation of the two organizations. This proposal goes far beyond the whims or personal prejudices of any individual. It is in reality a question which addresses itself to the progressive members of both organizations as a class. It is their future welfare which is at stake; it is their dues money which is being expended in perpetuating the senseless rivalry between the two organizations. It is, therefore, up to

them to see to it that the present form of dual unionism is discontinued and in its place a strong, united organization established.

With the end in view of developing the sentiment of enginemen in support of this worthwhile objective, the following communication dated April 22, 1957, has been directed to all officers of subordinate lodges of the BLF&E:

April 22, 1957.

To All Officers, Subordinate Lodges, BLF&E

Sirs and Brothers:

I am addressing you concerning the proposal to amalgamate the two enginemen's organizations which was initiated in my letter to all members of the Brotherhood dated February 11.

Since issuance of that letter the International President has been virtually flooded with communications directed to him by members of the Brotherhood, as well as members of the BLE, all emphasizing a deep interest in bringing the two organizations together, and I am seeing to it that each member who took the time to write me upon the subject will receive a reply. Aside from this, there have been other developments which warrant the International President in bringing the whole matter to the attention of our officers in subordinate lodges.

First of all, the replies that have been received from individual members show without a doubt that an amalgamation of the two organizations is viewed as necessary in establishing assurance that the rights and interests of all enginemen throughout the future are to be adequately protected and promoted.

Putting it another way, not one valid reason can be advanced against an amalgamation, and it follows that all of the countless advantages flowing from the efficiency, the economy, and the increased effectiveness of a merged organization will be to the sole benefit of the individual members themselves. This is as it should be. After all, the fiber of any organization is made up of its members, which in itself imposes an obligation to provide for them the best type of service that can be conceived. A fulfillment of this dedication will make any organization strong and impregnable.

It shall not be the purpose of the International President to criticize the Grand Chief of the BLE because of his expressed opposition to the proposed amalgamation of the two organizations. As the executive officer of that organization, it is assumed that he will undertake to justify his position with the members of that organization. To what extent his explanation will be accepted, history alone will tell.

Of one thing all of our members, and in fact all enginemen, may be sure and that is, the International President of our Brotherhood shall not sit idly by and permit propaganda lies and misrepresentations to confuse the issue and thus once again "scuttle" this worthwhile objective.

Already a propaganda barrage against an amalgamation is in evidence all over. Its text and its purport are identical which compels the conclusion that it is being conceived and disseminated from one source. The obvious intent is to poison the minds of BLE members against an amalgamation. This strategy, it will be recalled, was used with success when the amalgamation attempt during 1948-49 was defeated.

All of this properly raises question as to what valid or sensible reasons can be advanced against an amalgamation. Nevertheless, if any reasons do exist they should be completely divorced from propaganda angles and lies, and presented to the members for their appraisal. Voluminous evidence indicates without a vestige of doubt that a substantial majority of the members of both organizations sense the impelling need for merging the two organizations for their common good, and if this is true, why should any officer or group of officers not have confidence in the intelligence and the loyalty of the members of that organization to make their own decision on amalgamation—a decision based on facts, certainly not on propaganda. And when this statement is made it can be said with forthrightness that not one single officer of the Brotherhood of Locomotive Firemen and Enginemen, past or present, is on record as being opposed to amalgamation. This may perhaps be attested to by the overwhelming vote in favor of amalgamation by our members in the 1948-49 amalgamation proceedings and the fact that today it is very live issue.

Much has been said and written concerning the voting of BLE members on the amalgamation proposal in that era, including the methods utilized in counting and tabulating the votes. This is an episode that is perhaps better forgotten. What should not be overlooked, however, even at this late date, are the tactics employed either to willfully influence members of that organiza-

tion against amalgamation, or to "scuttle" what may be the desire on the part of a majority to effect an amalgamation.

The proposal to amalgamate the two organizations is too deeply imbedded in the lofty resolve to better serve the members of both organizations, to permit selfish or ulterior purposes to bring about its defeat. This is the primary reason which impelled the International President to advise the Grand Chief of the BLE under date of March 6 that his position in not favoring an amalgamation was sorely disappointing, and notwithstanding his position we would endeavor to pursue any honorable course that presents itself, with the ultimate aim of effecting an amalgamation that will inure to the interest and to the benefit of the members of both organizations.

All this means is, that the stake of all enginemen in the future economic and industrial pattern, is too great, too important, to risk, further continuance of "a house divided against itself." For many years, enginemen in the United States and Canada through their dual unions have foolishly dissipated much of their energies and their resources in inter-union strife. In its place we desire unity, thus enabling us to look resolutely to the future as one organization in assuring economic justice for those we represent.

It is trusted that our officers in subordinate lodges will not let up for one single moment in championing this cause and in enlisting the full support of members of the other organization. As a contribution toward achieving that goal, it is suggested that joint meetings be held and that the general chairmen and others involved be invited to attend in order that a full and frank discussion may be had concerning our objective. The International President should be advised of all developments along this line, and perhaps in turn the participating members of the BLE may desire to inform the Grand Chief of what has taken place.

If it is deemed advisable or prudent, arrangements may be made to furnish our subordinate lodges with cards to be utilized in procuring an expression from each member of our Brotherhood, as well as from members of the BLE, concerning the desirability of establishing one organization as representative of all enginemen.

What is of equal importance, each lodge is requested to advise the International President of any propaganda or misrepresentation that may be utilized in an effort to beat down sentiment in favor of an amalgamation of the two organizations. All of this will be answered by facts.

Our sights should be set on achieving an honorable amalgamation of the two organizations. We shall not permit it to be defeated through dishonor.

Yours fraternally,

H. E. GILBERT.

Copy to: Grand Lodge Officers  
General Chairmen  
State Legislative Chairmen  
General Organizers  
Field Representatives  
All Officers,  
Subordinate Lodges, BLF&E.

We invite all progressive enginemen to join with us in this crusade. All of the good that shall flow from an amalgamation will benefit them. This is the only thing that matters.

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### Strike on the Duluth, Winnipeg and Pacific Railway

The members of the Brotherhood of Locomotive Firemen and Enginemen and Brotherhood of Railroad Trainmen employed on the Duluth, Winnipeg and Pacific Railway commenced a legal strike at 10 a.m., April 16, 1957, in protest against an arbitrary notice by the carrier of intention to unilaterally make changes in the working conditions effective April 16, and to apply without retroactive pay the wage increases provided by the national settlements of the two organizations.

On January 30, 1956, and on February 15, 1956, the committees for the BLF&E and BRT, respectively, served notices on the management of the Duluth, Winnipeg and Pacific Railway for wage increases and other benefits as contemplated by the national movements of the separate organizations. In both instances, the carrier served counterproposals as were served generally

on the committees of both organizations by various carriers throughout the country. Negotiations were entered into on the property without reaching agreement. The carrier declined to enter into national handling of the matters and negotiations lagged pending outcome of the national movements.

On November 15, 1956, the carrier served notices on the committees of both the BLF&E and BRT for additional rules changes, among which would be the elimination of practically all existing arbitrations, and institution of rules pertaining to initial and final terminal delay. The BLF&E committee subsequently served a counterproposal, December 4, 1956, for a general revision of the existing schedule.

Acting Vice President Brook Jones was assigned to assist the BLF&E committee in negotiations on the pending notices. Conferences were terminated December 13, 1956, without composing the issues.

On December 18 the services of the National Mediation Board were requested to handle the above mentioned notices served on and by the committees of both the BLF&E and the BRT along with a case already docketed with the NMB designated as NMB Case A-5329. This latter case involved a Section 6 notice of October 9, 1956, served on the committee of the BRT by the management of the DW&P Railway, and a notice served by the BRT on management, October 20, 1956.

On February 13, 1957, Mediator Lawrence Farmer was assigned to handle the combined disputes, Cases A-5329 and A-5359. Acting Vice President Brook Jones, BLF&E, was designated to represent both our organization and the BRT in the proceedings.

Mediation proceedings continued through March 7, 1957, to no avail. On March 8 Mediator Farmer proffered arbitration which was declined. Accordingly, the National Mediation Board advised that its services were terminated March 12, 1957, and called attention to the 30-day "cooling-off" period contained in the last clause of Section 5, First (b) of the Railway Labor Act.

On April 11, 1957, the carrier served notice on the employees of both organizations to the effect that on April 16, 1957, the rules changes set forth in the Section 6 notices served by the carrier on the representatives of the organizations November 15, 1956, would be placed in effect on April 16, 1957, and at the same time the increases in rates of pay provided in the BLF&E National Agreement of November 20, 1956, and increases in rates of pay recommended by the Presidential Emergency Board, March 15, 1957, for employees represented by the BRT, would be made effective April 16, 1957, without any retroactive increases.

Deputy President G. D. Houser, BRT, was assigned to represent the interests of that organization. A joint meeting of members of both organizations was held and the members were of one mind that the action of the carrier should be resisted to the extent of utilizing their economic strength if necessary. On April 15 management was contacted to determine if their notice of April 11 represented their final offer for disposition of the disputes. Management advised they would consult with their superiors in Montreal and would have an answer by noon on April 16.

The employees were of the opinion management was resorting to stalling tactics and requested authority of

the chief executives of the BLF&E and BRT to withdraw from service, which was granted as follows:

Authority granted to withdraw engine, train and yard service employees from service Duluth, Winnipeg and Pacific Railway immediately if carrier arbitrarily places the rules changes outlined in their Section six notices in effect.

The chief executives were advised that time for commencing the strike was set for 10 a.m., April 16, 1957, and the following telegram was addressed to Mr. F. H. Keefe, General Manager, DW&P Railway and filed with Western Union at 8 a.m., April 16:

Engine, train and yard service employees on the Duluth, Winnipeg and Pacific Railway will peacefully withdraw from the service at 10 a.m. central standard time, Tuesday, April 16, 1957, in protest of the arbitrary action on the part of the carrier with respect to notice served on representatives of the Brotherhood of Locomotive Firemen and Enginemen and Brotherhood of Railroad Trainmen on April 11, 1957, detailing changes in working conditions to be made effective April 16, 1957, unless such notice is withdrawn and the undersigned so advised before that time.

(s) Brook Jones, Acting Vice President, Brotherhood Locomotive Firemen and Enginemen  
G. D. Houser, Deputy President, Brotherhood of Railroad Trainmen.

No reply being received from management by 10 a.m. April 16 the employees involved withdrew from service.

Subsequent reports indicate the strike is 100 per cent effective and the morale of the members is high. Full cooperation is maintained by members of other organizations in engine and train service and by the non-operating groups. All forces with the exception of supervisory personnel have been laid off and no attempt is being made to operate any part of the railroad.

Management has made no overtures toward settling this dispute.

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## Concerted Movement of 1956

### *Health Security Program*

Members of the subcommittee, designated by the Associations of General Grievance Committees to assist the International President with the Concerted Movement of 1956, have completed the task of coding and editing the vast number of questionnaires on hospital surgical and medical coverage returned by our members in the recent survey conducted by the Grand Lodge. The tremendous response to this survey indicates the intense interest of our members in the proposed program.

The work of transferring to punch cards the information contained on the questionnaires is nearing completion after which statistics may be compiled for the use of the subcommittee in further negotiations and in presenting the information to the Associations and to the membership.

\* \* \*

## Railroad Retirement and Unemployment Insurance Acts

Hearings were scheduled to resume May 1, 1957, on Senate Bill S. 1313 before the Senate Labor Subcommittee of which U. S. Senator Wayne Morse of Oregon is chairman.

Senator Morse introduced this bill, which was co-sponsored by nine other Democratic senators and five Republican senators, providing for a 10 per cent across-the-board increase in railroad retirement benefits, as well as an increase in unemployment benefits.

The companion bills to S. 1313 in the House are H. R. 4353 and 4354, introduced by Representatives Oren Harris of Arkansas and Chas. A. Wolvertson of New Jersey. Congressman Harris is Chairman of the Committee on Interstate and Foreign Commerce of the House, which committee has already completed its hearings on these two bills.

Representatives of the Railway Labor Executives' Association are arranging to testify before the Senate subcommittee in opposition to the amendments to the Unemployment Insurance Act being sponsored by representatives of the railroads. These amendments supported by the carriers are designed to decrease unemployment benefits, make ineligible to receive benefits thousands of employees now eligible, and will also add to the cost of administration as well as be responsible for innumerable delays in approving payments of unemployment benefits. It is anticipated that members of the Railroad Retirement Board, as well as carrier representatives, will appear before the subcommittee on the legislation heretofore mentioned.

Concurrently, all railway labor organizations affiliated with RLEA are pressing for hearings before the House Ways and Means Committee on H. R. 5551, introduced by Congressman Eugene McCarthy of Minnesota, which has for its purpose eliminating the unfair "tax on tax" by permitting those filing their income tax form to subtract from net income the amounts paid for railroad retirement tax. In addition to railroad employees, this proposed legislation also includes Federal Civil Service employees as well as those covered by Social Security.

As this report goes to press, information received indicates railroad workers, retired railroad employees, and others interested in this legislation are writing and wiring members of Congress urging favorable action on the bills identified by number herein.

Future developments on this legislation will be reported to the membership.

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## National Railroad Adjustment Board, First Division

The chief executives of the organizations represented on the First Division, National Railroad Adjustment Board, are awaiting notification of carriers' choice of a member to serve on the committee of three to be organized for the purpose of studying and investigating the operation of the First Division.

In a letter dated October 17, 1956, the National Mediation Board was advised the organizations had selected Mr. Frank P. Douglas as their choice of member with Mr. David L. Cole named as alternate. The third member of the committee will be appointed by the members selected by the carriers and organizations.

\* \* \*

## Consumer Price Index

On April 23 the Bureau of Labor Statistics announced that the Consumer Price Index for March was 118.9 of the 1947-49 average.

In accordance with the provisions of Article VI of the agreement of November 20, 1956, negotiated by the BLF&E with the Eastern, Western and Southeastern Carriers' Conference Committees, wage rates resulting

from that agreement shall be adjusted to provide for an increase of three (3) cents per hour effective with the first pay period commencing on or after May 1, 1957, and to remain in effect to date of the next adjustment, November 1, 1957.

The agreement provides that the index figure for March and September each year will determine adjustments effective May 1 and November 1 each year, respectively, as follows:

BLS Consumer Price Index	Cost of Living Allowance
117.1 and less than 117.6	None
117.6 and less than 118.1	1 cent per hour
118.1 and less than 118.6	2 cents per hour
118.6 and less than 119.1	3 cents per hour
119.1 and less than 119.6	4 cents per hour

The three cents per hour increase will become effective on those carriers, parties to the agreement of November 20, 1956; those adopting the agreement as a result of standby agreements; and those applying Article VI of the agreement as a result of subsequent negotiations.

\* \* \*

#### Revocation of Charters of Lodges 665 and 866

Account of F. J. Kimball Lodge 665 located at Radford, Virginia, and Covington Lodge 866 located at Covington, Kentucky, not functioning in the manner contemplated by the laws of our Brotherhood, their charters were revoked effective April 30, 1957.

The members of the first mentioned lodge, some of whom are in active railroad service on the Norfolk and Western Railway, were transferred into Lodge 182 at Roanoke, Virginia, while the members of the latter lodge, some of whom are in active railroad service on the Louisville and Nashville Railroad, were transferred into Lodge 612 at Covington, Kentucky.

#### Diesel Agreement May 17, 1950— Disputes Arising Thereunder

No date has yet been announced for commencement of proceedings of Special Board of Adjustment No. 164, designated by the National Mediation Board with Mr. James P. Carey as neutral member. This board will hear and decide four cases deadlocked by the committee established by Section 7 of the diesel agreement.

An additional case involving a dispute with the Union Pacific Railroad is to be presented to Board of Arbitration No. 140 when reconvened on a date to be announced.

\* \* \*

#### National Rules Agreement of August 11, 1948

Under date of March 25, 1957, the chief executives of the BLE, BLF&E and SUNA addressed a letter to the Chairmen of the Eastern, Western and Southeastern Carriers' Conference Committees, giving notice of a desire to cancel the memorandum agreement of June 29, 1949, which established a disputes committee for handling grievances arising out of the interpretation or application of the National Rules Agreement dated August 11, 1948. It was contemplated that disputes arising under the August 11, 1948, Agreement would then be referable to the First Division, NRAB.

In response to the letter from the chief executives, the carrier representatives replied as follows:

Eastern Carriers' Conference Committee  
Western Carriers' Conference Committee  
Southeastern Carriers' Conference Committee

Chicago, Illinois, April 16, 1957

Mr. Guy L. Brown  
Grand Chief Engineer  
Brotherhood of Locomotive Engineers  
Cleveland, Ohio

Mr. H. E. Gilbert  
President  
Brotherhood of Locomotive Firemen and Enginemen  
Cleveland, Ohio

Mr. W. A. Fleete  
President  
Switchmen's Union of North America  
Buffalo, New York

Gentlemen:

Referring to your letter of March 25, 1957, jointly addressed to the undersigned, in which you request that the Memorandum Agreement dated June 29, 1949, establishing a Joint Committee for handling grievances arising out of the application of the Agreement of August 11, 1948, be canceled, with the understanding that any future disputes arising out of the application of the August 11, 1948, Agreement not settled on the property will be submitted to the First Division, National Railroad Adjustment Board.

We are in general agreement with what you have proposed in your letter. However, there are five disputes presently pending on the docket (one of which was considered at last meeting of Joint Disputes Committee and is being held in abeyance until the Section 10 Committee of the Operating Vacation Agreement has passed on the question involved in the claim). At least two additional cases are being processed for docketing. We, therefore, suggest that decision on question of abolishing the Joint Committee established by the Memorandum Agreement of June 29, 1949, be deferred for approximately six months, at which time the matter can be reviewed in the light of the then existing situation.

Will you please advise if the foregoing meets with your approval.

Yours very truly,

Eastern Carriers' Conference Committee  
By Frank J. Goebel, Chairman  
Western Carriers' Conference Committee  
By D. P. Loomis, Chairman  
Southeastern Carriers' Conference Committee  
By B. B. Bryant, Chairman

Copy to  
Messrs. H. E. Jones  
R. F. Welsh  
A. J. Bier

In view of the above, the chief executives of the organizations subsequently concurred with the request of the carriers that a decision on the question of abolishing the Joint Committee be deferred for a period of six months, at which time the matter can again be reviewed.

\* \* \*

#### Representation

##### *Ann Arbor Railroad*

During the month of February 1957 the Brotherhood of Locomotive Engineers made application for the services of the National Mediation Board in a dispute involving representation of the locomotive engineers in the employ of the Ann Arbor Railroad, at which time these employees were represented by the Brotherhood of Locomotive Firemen and Enginemen.

On March 1, 1957, the National Mediation Board assigned a mediator to investigate this matter, at which time a representative of our Brotherhood was likewise assigned to protect our interests. A secret ballot was

conducted from March 11 to 29, 1957, and on April 3, 1957, the ballots were counted resulting in the Brotherhood of Locomotive Firemen and Enginemen receiving twenty votes as against twelve for the Brotherhood of Locomotive Engineers.

Accordingly, on April 4, 1957, the National Mediation Board issued a Certification authorizing and designating the Brotherhood of Locomotive Firemen and Enginemen to continue to represent, for the purposes of the Railway Labor Act, the craft or class of engineers, employees of the Ann Arbor Railroad.

#### *Memphis Union Station Company*

After petitioning the National Mediation Board for its services in a representation dispute involving the locomotive engineers and firemen, employees of the Memphis Union Station Company, who at that time were represented by the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Locomotive Engineers withdrew its application following an investigation conducted by a mediator assigned by the National Mediation Board. These enginemen will, therefore, continue to be represented by the Brotherhood of Locomotive Firemen and Enginemen.

\* \* \*

#### **Agreement of October 14, 1955— Disputes Arising Thereunder**

Following two extensions of time, at the request of the carrier representatives, in which to hold meeting of the Claims Committee established by Article VI of the Agreement of October 14, 1955, the following communication was received under date of April 10, 1957:

Western Union

Chicago, Illinois  
April 10, 1957

H. E. Gilbert, President  
Brotherhood of Locomotive Firemen and Enginemen  
Cleveland, Ohio

Re letter March 27, 1957, concerning meeting of Claims Committee under October 14, 1955, Agreement—please advise if agreeable to meeting at 10 a. m., Tuesday, April 23, 1957, in Room 220, Union Station Building, Chicago, to handle disputes docketed under that agreement.

Eastern Carriers' Conference Committee  
By Frank J. Goebel, Chairman  
Western Carriers' Conference Committee  
By D. P. Loomis, Chairman  
Southeastern Carriers' Conference Committee  
By B. B. Bryant, Chairman

In reply thereto the International President dispatched the following:

Western Union

Cleveland, Ohio  
April 11, 1957

D. P. Loomis, Chairman  
Western Carriers' Conference Committee  
Room 482, Union Station Building  
Chicago, Illinois

Reurtel April 10 concerning meeting of Claims Committee under October 14, 1955, Agreement. Meeting at ten a. m. Tuesday, April 23, 1957, Room 220, Union Station Building, Chicago, is agreeable. Please hand copy to Goebel and Bryant.

H. E. GILBERT.

Representatives of the BLF&E designated as members of the Claims Committee were notified of meeting and assignment as follows:

Western Union

Cleveland, Ohio  
April 11, 1957

Ruben Eschler  
39 S. LaSalle St. Rms 927-8  
Chicago, Illinois

N. J. Gibson  
861 Pacific Bldg.  
San Francisco, Calif.

H. A. Ball  
318 Keith Bldg.  
Cleveland, Ohio

Meeting of Claims Committee under October 14, 1955, Agreement scheduled for 10 a. m. Tuesday, April 23, 1957, Room 220, Union Station Building, Chicago, Illinois. Please accept this as notice of your assignment to represent our organization (Eschler, Gibson and Ball). BLF&E representatives will meet 10 a. m., Monday, April 22, Rooms 927-8, 39 South LaSalle, Chicago. Please acknowledge. Joint Eschler, Gibson, Ball.  
H. E. GILBERT

As the International President desired to take an active part at this meeting the carrier representatives were agreeable to rescheduling the meeting for 10 a. m. Wednesday, April 24.

Meeting of the Claims Committee was held as rescheduled and all cases docketed with the committee were considered. At the close of the meeting, the carrier representatives advised they would draw up proposed dispositions for each of the cases except one (which would be drawn up by the BLF&E representatives) and submit them to the employe members of the committee.

The decisions rendered on these cases will be promptly reported.

\* \* \*

#### **Agreement of May 23, 1952— Disputes Arising Thereunder**

##### *More-Than-One-Class of Road Service*

No date has yet been announced for meeting of the carrier and employe representatives to re-examine the cases involving the More-Than-One Class of Road Service Arbitration Award of December 3, 1952, prior to submitting the disputes to the reconvened Board of Arbitration.

\* \* \*

#### **Canadian Concerted Wage-Rules Movement of 1955**

In cross-examination of the witnesses appearing before the Royal Commission on behalf of the Canadian Pacific Railway, Mr. David Lewis, counsel for the Brotherhood of Locomotive Firemen and Enginemen, brought out that under the carrier's plan for operating diesel locomotives in freight and yard service without a helper (fireman), yardmen will be expected to go on the tops of moving freight cars more frequently in order to exchange signals with the engineer in certain switching moves. And the practice of employes going on the tops of cars is just as safe under winter conditions as in summer, says the carrier.

It was brought out at the hearings, that the yardman expected to do not only his own work but also that of a helper on a diesel locomotive in yard service, sometimes has had only two days of actual experience before he goes on the job due to the terrific turnover in yardmen in the Toronto terminals in the past few years. A carrier's witness testified the yardman's duties were

simple. It only took "two or three days to catch on," he declared.

A high-ranking officer of the Canadian Pacific Railway, Mr. J. N. Fraine, Manager of the Eastern Region, testified before the Royal Commission that a bulletin issued as late as last November wiped out the practice of the engineer's needing to assume responsibility for making sure that adequate supplies of fuel, water, lubricating oil and sand are aboard their locomotives. The company's shop staff would do this checking now said Mr. Fraine. The engine crew must assume it has been done. "They have no responsibility for it. That is company policy," he said.

In further cross-examination, Mr. Fraine maintained that the fireman in steam service had no major responsibility to keep a forward lookout. But he admitted firemen had been disciplined for failure to keep such a lookout. Mr. Fraine said the company had "always" regarded use of the fireman or helper as a signal passer as undesirable, but conceded that patrolling of the units of a diesel locomotive by the helper might aid in discovering and rectifying certain mechanical defects or even in spotting a fire. However, he did not think the number of such cases would warrant the expense of maintaining a helper on a diesel.

The Brotherhood of Locomotive Firemen and Enginemen (CLC) has asked for the official record setting out the Canadian Pacific Railway's position in regard to safety measures down through the years.

In doing so, counsel for the union, David Lewis, suggested before the Royal Commission that the company had in fact opposed the introduction of safety devices, safety rules, and safety standards because of the expense involved.

"My impression is that when the railway was con-

fronted with a request for a safety device that involves cost, that cost factor outweighed the safety factor. If there is a history of railway opposition to these devices because of cost, then it is relevant to this hearing," he told the Commission.

Mr. Justice Roy L. Kellock, Commission Chairman, agreed that the Commission would ask the Board of Transport Commissioners for their full record in these cases. The Commission would then take this record into consideration.

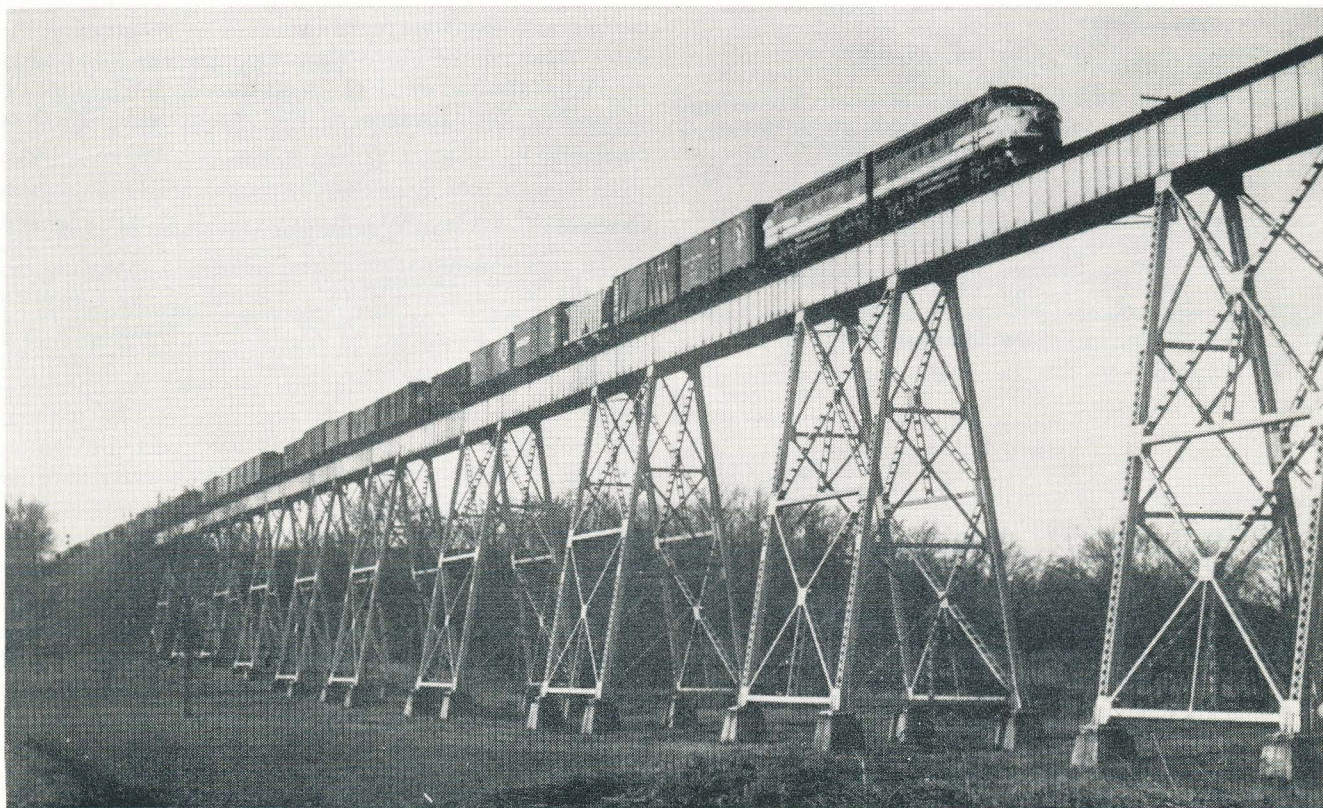
Testimony taken at the hearing revealed many instances where helpers (firemen) have assisted in making repairs to engine units and so prevented costly delays in road service. Mr. Lewis brought out the fact that deterioration of diesel locomotives is increasing.

In cross-examination, Mr. Lewis cited annual reports of the United States Interstate Commerce Commission on inspection of CPR diesel locomotives operating over U. S. lines. In 1951, 10 per cent of these units were reported defective; in 1955, 31 per cent were reported defective; and in 1956, the figure was 49 per cent.

In the 1956 report, the Interstate Commerce Commission concluded: "The increase in the number of locomotives found defective, the number of defects found, the percentage of inspected locomotives found defective and in the number ordered out of service is a reflection of the deterioration resulting from increasing age of the now predominating diesel power."

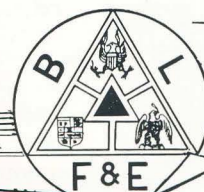
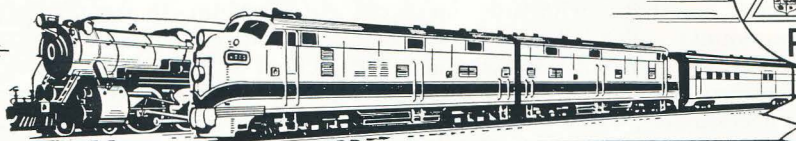
Mr. Lewis also cited Canadian examples by quoting from the 1954 annual report of the Board of Transport Commissioners. A total of 413 diesel locomotives of the CPR had been inspected and 76 found defective (18.4 per cent). In 1955, 767 CPR units had been inspected and 213 found defective (27.8 per cent).

Hearings on this matter are continuing.



ON SHELBY PARK BRIDGE, East Nashville, Tennessee, this long Louisville and Nashville freight heads for Radnor Yard.

# BROTHERHOOD FORUM



## Lodge 72 Marks Eightieth Anniversary

By J. W. BLOOMINGDALE, Local Chairman

**A** GALA occasion for the officers and members of Lodge 72 took place on Saturday evening, April 13, when the eightieth anniversary of the lodge was celebrated at Kenny's in Camden, New Jersey.

Program began with serving of dinner at 7:30 p. m., and afterward door prizes were awarded, several interesting talks were given and dancing was enjoyed until the wee hours of the morning. Approximately 350 members and wives and special guests were in attendance. Brother W. B. Woodward, Jr., general chairman, Pennsylvania Railroad, Lines East, and Pennsylvania-Reading Seashore Lines, served as toastmaster, and the invocation was given by General Secretary Edward A. Proudfoot of the Camden Railroad YMCA.

Among others seated at the head table along with the principal speaker of the evening, U. S. Congressman C. A. Wolverton, were Vice President H. A. Porch and his wife; Editor and Manager L. E. Whittler; General Chairman Woodward, his wife and their son, Brother W. B. Woodward, III, who is local chairman, New York Division, PRR (E), Lodge 72, and his wife, and

Chairman H. S. Kaufman of the Eastern Union Meeting Association.

Retired members present and given honorable mention were Brothers J. E. Ackroyd, F. Arena, C. M. Compton, J. Del Russo, D. S. Harris, B. H. Hickey, M. E. Ivens, H. J. Madden, C. P. Parker, E. H. Peterson, C. W. Powell, C. F. Shrader and E. E. Warwick.

Additional members and guests mentioned included General Manager W. H. Mapp, PRSL, who could not be present for the dinner but arrived later, and Assistant Road Foreman J. K. Robinson, Long Island Railroad; Brothers G. G. Ashley, general organizer; J. T. Foster and R. E. Ebling, field representatives; William J. Beck, general chairman, Philadelphia, Bethlehem and New England Railroad; M. H. Nelsen, senior vice chairman, PRR-PRSL, and his wife; H. E. Sterling, Lodge 968, secretary, EUMA; W. H. McCullough, Jr., president of the host lodge; L. C. Heath, Lodge 72, and his wife; Frank H. Eley, local organizer, Lodge 319, and vice chairman, EUMA; N. J. Bennett, Lodge 655; W. F. Tutolo, local organizer, Lodge 60; D. S. Herrick, local chairman, Lodge 869; R. J. Dougherty and S. R. Alloway,

presidents of Lodges 60 and 75, respectively; A. H. Dirks, legislative representative, Lodge 319, and George R. Tucker, legislative representative, Lodge 75, and Sister Caroline Robinson, president, LS Lodge 49.

Committee in charge of the arrangements for this fine anniversary celebration was comprised of the writer as chairman, and Brothers A. J. McGettigan, recording and financial secretary; W. H. McCullough and D. J. Di Iorio.

In addressing the gathering Congressman Wolverton expressed appreciation in having the opportunity to renew acquaintances with many old friends, and told of his railroad background which dates back to his grandfather, giving him a keen and special interest in legislation in Congress relative to railroad matters.

Discussing the current Senate investigation of improper activities in the field of labor-management relations, Congressman Wolverton praised the BLF&E on its excellent record and said, "Your history has been a notable one. . . ."

Remainder of his speech, in part, was as follows:

"I think it fitting that we discuss at least briefly some of the things that we are attempting to do in this



EIGHTIETH ANNIVERSARY DINNER HELD BY LODGE 72, Camden, New Jersey, on April 13 was attended by approximately 350 members, their wives and other guests. Seated at the speakers' table in this view of the affair, left to right, are Mrs. Ida Reissman, General Secretary Edward A. Proudfoot of the Camden Railroad YMCA; Chairman H. S. Kaufman, Eastern Union Meeting Association; Vice President Harry A. Porch and his wife; Editor and Manager L. E. Whittler; Congressman C. A. Wolverton; General Chairman W. B. Woodward, Jr., Pennsylvania Railroad, Lines East, and his wife; Local Chairman J. W. Bloomingdale and Recording and Financial Secretary A. J. McGettigan, Lodge 72; W. B. Woodward, III, a member of Lodge 72 and son of the general chairman, and his wife.

Articles intended for publication in this section should reach the Magazine office not later than the 10th of the month for appearance in the following issue. They should bear the name, lodge number and address of the author. If requested, name will be withheld from publication.

The views expressed in these pages are those of the individual writers and should not be interpreted as representing the policy of the Magazine or the Brotherhood. The Editor and Manager must reserve the right, however, to revise or reject any article if he deems it to the best interests of the Brotherhood to do so.

Communications should be addressed to L. E. Whitler, Editor and Manager, 726 Keith Bldg., Cleveland 15, Ohio.

Congress in which you are interested. I have introduced, along with Mr. Harris of Arkansas, the chairman of our committee, H. R. 4354. This bill, known as the Harris-Wolverton bill, is being strongly supported by all of the railway labor organizations. Mr. Harris and I introduced the bill after careful consideration and after working with the leaders of your Brotherhood and others, as well as experts from the Railroad Retirement Board.

"The objectives of our present legislation are threefold. First of all, we propose to increase by 10 per cent the monthly checks of everyone covered by the Railroad Retirement Act. We intend that this increase be provided for widows—dependent children—old age annuitants—pensioners—and those drawing spouses' benefits.

"In considering improving benefits in the Railroad Retirement Act, Congress is constantly faced with requests from railroad people for assistance. Retired employees and their families throughout the nation appeal to us time and again for assistance in meeting their problems. The plight of the widows and helpless children is indeed pitiful. Every day I receive letters from people who are trying to get by on incomes as small as \$45 and \$50 a month. I sometimes wonder how they keep body and soul together on these meager amounts. It is for this reason that we are determined that

these senior citizens must be given relief.

"With each succeeding month, the cost of living figures seem to go up. This means that all of the necessary staples of life increase in cost to those who live on fixed amounts. We all know that any time we increase benefits under the Railroad Retirement Act, we must necessarily provide the money. On the other hand, I am sure that you will all agree with me that our responsibility to these retired employees is so great we must increase these benefits.

"Secondly, our legislation provides for adequate financing to make sure that the railroad retirement system continues in a sound position. As you know, we adopted in the last Congress a bill which increased benefits by approximately 10 per cent. Because of the legislative situation at that time, we were not able to provide the necessary financing for this increase. We are, therefore, in a position of being required to meet that obligation at this time.

"We all know that increased taxes is not a pleasant subject to discuss. I have heard it said that no man in public life ought to go before a group of his constituents and talk about the need for increasing taxes. I am sure that our friendship is such that you would want me to talk frankly with you about this matter. In order to pay for the benefits we voted last year in Congress, we must have more income into the system. In order to pay for the benefits that we want to make now, we need more

money. Therefore, it will be necessary to increase the tax rate and the tax base of railroad employees. On the other hand, leaders of the brotherhoods are asking Congress to exempt from income tax coverage the amounts that you contribute into the railroad retirement system. The effect of both of these programs will be to increase your railroad retirement taxes on one hand, and to reduce your personal taxes on the other hand. After it is all over, you will be contributing just about the same amount into the railroad retirement system that you now pay.

"Thirdly, our legislation provides for substantial improvements in the Railroad Unemployment Insurance Act. . . . This is a matter which all of you are deeply concerned with. As you know, there have been thousands and thousands of railroad firemen and engineers who have lost their jobs in the last fifteen years as result of the dieselization program. Other forms of automation such as calculating machines—automatic message transmitters—and electronic remote control of switching facilities, are having a similar effect on other types of employment in your great industry.

"... The most regrettable phase of this problem is, that in a great many instances, the people who are losing their jobs because of these changes, are considered too old for employment in other industries—at the same time they are not old enough to retire under railroad retirement.

"We have provided in our bill for



SPECIAL MEETING OF LODGE 603, Sherman, Texas, on March 29 honored several loyal members eligible to receive continuous membership buttons, and addressing the gathering on that occasion were Brothers E. F. Jergins, general organizer for the Grand Lodge, and M. A. Ross, general chairman on the St. Louis-San Francisco Railway. In attendance were the officers and members of the lodge and special guests shown above. Left to right, seated: Brothers I. C. Neill, who was presented a 40-year button; C. S. Davis, recipient of a 50-year emblem, and Marvin Barr and C. W. Caraway, who received 10- and 5-year buttons respectively. Second row: Brothers L. F. Atkinson, E. F. Jergins, M. A. Ross and H. L. Beall, local chairman. Third row: Brothers E. F. Riley, H. L. Kilgore, president of Lodge 603 who sent this picture to the Magazine; J. D. Duke, recording and financial secretary, and W. R. Stephens. Unable to be present but receiving their buttons later were Brothers J. N. Davenport, 50-year emblem; Fred Poe, 25-year; Leo McKinney, 10-year; Murrel Knight, 10-year; G. W. Bond, 5-year, and H. S. Williams, 10-year button.



SCENE AT LUNCHEON given at the Seminole Garden Center in Tampa, Florida, on February 22 by Lodge 927 and Ladies' Society Sunshine State Lodge 523. Honored were Brother M. D. Norman who retired December 1, 1956, from service on the Seaboard Air Line Railroad and Sister Elizabeth Thomas. Brother H. A. Stokes, recording and financial secretary, Lodge 927, who sent this picture to the Magazine, advises that Brother Norman was presented a life membership card and a 30-year continuous membership button, as well as some fishing tackle from his fellow workers. His wife, Sister Cassie Norman, was presented a lovely corsage. Brother and Sister Norman had plans to leave around May 1 to make their home in Hermiston, Oregon, where he intends to raise cattle and do a little farming. Sister Nazine Ritch, president of Lodge 523, presented Sister Thomas a 40-year continuous membership button.

extended unemployment insurance coverage for persons who are affected by these changes. I am not sure that the proposals in our bill are perfect, nor am I positive that the periods of time that we allow for extended benefits are exactly what is needed. I am sure, however, that we have a responsibility to these long-time employees on the railroads who are finding themselves thrown out of work after devoting a lifetime to the industry. . . .

"As you know, the cost of the Railroad Unemployment Insurance System is paid for by the railroad companies. Therefore, the increased taxes that will be required as result of improvements in unemployment insurance will not affect the employees. Many years ago, when the Unemployment Insurance Act was passed, we established the tax rate at 3 per cent of covered payroll. After a few years it developed, however, that it was possible to reduce the tax rate substantially below 3 per cent. Our present bill simply provides that that tax rate go up to 4 per cent in consideration of the needs of these lifetime railroad employees who are being put out into the streets.

"In connection with my bill on railroad retirement, H. R. 4354, there is pending before the Ways and Means Committee of the House another bill in which you are interested. This is H. R. 5551 by Mr. McCarthy of Minnesota. This bill would remove the tax on a tax which you now pay on the amounts that you are forced to contribute to the railroad retirement system. There

are some who have described this proposal as being an effort to force the federal government to pay for the railroad retirement system. I do not believe that this is the case. It is a simple matter of eliminating a tax on a tax now being paid by

railroad people. This is not a fair means of taxation. It is wrong in principle to regard as income, money taken out of your pay checks for taxes. You never see this money, nor do you use it. Every time that we pass a bill in Congress that increases the retirement benefits of people who are already retired, you who are now working are performing a social service. I believe that this ought to be recognized by the government and that this tax on a tax should be eliminated.

"In addition to the railroad retirement matters that I have been discussing, your industry is faced with many other serious problems. The competitive position of the railroads in comparison with trucking and other forms of transportation is of great importance. There is a constant shifting of freight haulage from the railroads to trucks. . . . The railroad industry must constantly search for ways of improving its service to the public. Faster through freight service and more efficient methods of handling small shipments must be devised by your industry.

"On the other hand, we in public life must be careful to make sure that your industry is not harmed by unfair competition. As you know, the railroad industry is pretty thoroughly regulated with regard to equipment, safety and rate structure. On the other hand, it is generally known that the trucking industry is not nearly so well regulated. Undoubtedly this has contributed to the ability of the trucks to take over more freight business. . . .

"We cannot afford to permit giant

## Meetings on Schedule

Members of our Brotherhood and Ladies' Society are urged to attend union and other group meetings to be held at various points throughout the United States and Canada. Meetings now on schedule have been reported to the Magazine as follows:

Eastern Canada Union Meeting, Sarnia, Ontario, May 31-June 1.

British Columbia Provincial Meeting, Vancouver, June 5.

Montana State Union Meeting, Whitefish, June 8.

Missouri State Union Meeting, Jefferson City, June 10-12.

Southern Union Meeting, Richmond, Virginia, June 13-15.

Wyoming State Union Meeting, Evanston, June 19-20.

Texas-New Mexico Union Meeting, San Antonio, Texas, June 21-22.

Pacific Northwest Union Meeting, Eugene, Oregon, June 25-26.

California State Meeting, Ladies' Society, Stockton, September 7.

New Mexico State Union Meeting, Gallup, September 27.

Indiana State Union Meeting, Lafayette, October 4-5.

New York-New Jersey States Meeting, Buffalo, New York, October 5.

Gulf States Union Meeting, Shreveport, Louisiana, October 11-12.

Iowa State Union Meeting, Council Bluffs, October 17.



**VETERAN L&N BROTHER SUCCUMBS.** Lodge 960, Etowah, Tennessee, suffered the loss of a valued member in February with the passing of Brother R. D. Ross, a retired engineer, who had made his home at Marietta, Georgia, in recent years. Initiated a member of Lodge 861 April 28, 1918, Brother Ross served as president and legislative representative for many years and in 1928 he was elected local chairman, serving in that capacity through 1933. In addition he represented that lodge as delegate to the 1931 Convention at Columbus, Ohio. When Lodge 960 was organized in 1941, Brother Ross transferred thereto as a charter member and he remained a continuous member until his demise, advises Brother W. R. Standridge, recording and financial secretary, who sent this picture to the Magazine. Officers and members of the Brotherhood extend sincere condolence to all those left to mourn the passing of this esteemed brother.

trucks to race up and down the nation's highways with inadequate brakes, inadequate lights, inadequate weight limits, and poorly trained, overworked drivers. These are conditions that we have found in alarming proportion in the trucking industry. In my judgment, they have contributed heavily to the death tolls on our highways. We now have before our committee a bill which will correct some of these problems. . . .

"The history of World War II reveals that the railroad industry made a very important contribution. You will recall that at the time the war started in 1941 the railroad industry was in not too healthy a condition. The competition of the trucking industry was beginning to be felt and many, many railroads were in poor financial condition. The result was that the equipment of the railroads was not in the best condition. Despite this, however, when our country suddenly shifted to all-out war, the railroads assumed a staggering burden. All of the old equip-

ment that had been laying on sidings for many years was pressed into service and almost overnight the railroad industry doubled its volume of business. Millions of troops were transported throughout the country for training in newly-built military bases. Billions of tons of military equipment was moved rapidly and with very little loss. Everyone agrees that the railroad industry met the challenge of World War II in magnificent fashion.

"I am wondering whether or not this industry is now in a position to meet the challenge of a new war should one develop. I am concerned with the failure of the government and the railroads to provide an adequate pool of standby equipment for use in emergencies. I believe that extra freight cars, passenger cars and locomotives ought to be distributed around the country strategically in case of an emergency. For example, if the great Altoona works of the Pennsylvania Railroad were to be destroyed in a bomb attack, we ought to have reserve supplies of equipment in other sections of the country. No matter what kind of an emergency we get into in the future, we will need the railroads and we will need railroad equipment. I hope that all of us can keep this problem in mind and do what is necessary to improve our ability to meet this situation.

"Another problem that we are dealing with in Congress is a condition of employment in your particular craft of service. We are now considering legislation which will provide for more adequate power brakes. . . . Studies of a long series of railroad accidents convince me that it is possible to improve railroad safety by insisting upon adequate power brake equipment. Only yesterday I had a visit with your President, Mr. H. E. Gilbert, and your Vice President and National Legislative Representative, Mr. A. M. Lampley, about this bill. . . .

"The railroad industry has a long and a rich history. It was your industry that tied the Pacific Coast to the Atlantic seaboard so many years ago. These life lines of steel that went across mountains, rivers and prairies, provided the initial circulatory system for the great economic health that our nation has grown to know. The great agricultural Middle West owes its start and its development to the railroad builders of the 1800s. The mineral development of the Rocky Mountain area was encouraged and developed after the railroads had broken the trails.

Golden California was only an isolated tropical paradise until the railroads made it possible to ship citrus fruits and other California products to the eastern markets.

"There is still pioneering that the railroad industry is capable of doing. There are many things that you can do to further improve the welfare of our nation. For example, in the congested eastern states, the problem of commuting from a sprawling suburb to metropolitan centers has become increasingly difficult. No matter how many superhighways and turnpikes we build, they seem to be outmoded and overcrowded before they are completed. In my opinion, in the years to come we will have to return to the use of railroad facilities, perhaps of the monorail type, in commuting. We now have 170 million population in our great country. At the rate we are going, we are not too far away from owning and operating one automobile for each of these 170 million people. Obviously, when that day comes our streets, parking lots and highways are just not going to be able to take care of the load. It is because of this that I am sure that in the next 20 or 30 years the railroads will again resume their very important function of moving large numbers of people over safe, private right-of-ways in the congested metropolitan areas.

"The so-called piggyback freight service is, in my opinion, in its infancy. I am certain that in the future, this principle of mass movement of trucks on railroad freight cars will increase in great proportion. There are many other areas in which the railroad industry can



meet the challenge of the times and I want to assure you that as always I shall be doing all that I can as a member of Congress in dealing with the problems of your industry to make sure that your jobs are secure, your retirement is protected, and that your industry is healthy."

Speaking to the group also, Editor and Manager Whitler made some very interesting comments about the Magazine and its circulation of from 98,000 to 99,000 copies per month. Around 1500 widows of deceased members are receiving complimentary copies monthly. He stated it is

our Magazine and that to keep it successful we must have the contents interesting, factual and entertaining. Brother Whitler invited members to write him setting forth their likes and dislikes, offering constructive criticism which would help improve the Magazine in any way.

Vice President Porch, in a brief address, complimented our members and urged them not to become complacent in their attitude on legislative matters, but to write and keep on writing to their congressmen and representatives concerning legislation advantageous to railroad labor.

## Come to Pacific Northwest Union Meeting This Month

By ROBERT H. ELMER, Chairman

**A**RRANGEMENTS have been completed for the 1957 Pacific Northwest Union Meeting to be held in Eugene, Oregon, June 25-26.

This event has special significance since, in addition to being an annual meeting, it will be a celebration of the fiftieth anniversary of Oregon Rose Lodge 228 of the Ladies' Society. We have received word that the LS First Grand Vice President, Sister Lillian Kemp, and our Assistant President, Brother S. C. Phillips, are planning to be with us.

The Eugene Hotel will be headquarters with a registration desk open in the lobby from 7 to 9 p. m. on June 24, and from 8 to 9 a. m. on June 25. Joint and separate business meetings are scheduled for June 25 following registration and throughout the day, with a break for luncheon. There will be a banquet and dance in the evening.

Activities on June 26 are to be devoted exclusively to a sightseeing trip to Crater Lake National Park in chartered buses. Leaving Eugene, the buses will follow the Willamette Highway via Meridian Dam and Willamette River, Salt Creek Canyon, Salt Creek Falls and, finally, beautiful Odell Lake at 4792 feet elevation in the middle of the Cascade Mountains. After leaving Odell Lake, it will be an ideal opportunity to get acquainted and visit or to take a mid-morning nap until nearing Crater Lake.

Crater Lake is a scenic gem cupped in the crater of an extinct volcano. The surface of the lake is at an elevation of 6177 feet with the grandeur of the colorful crater walls towering 500 to 2000 feet above the

water. It has no direct inlet or outlet. The annual inflow is entirely by precipitation which falls directly into the lake and crater. Annual loss is by seepage and evaporation. From year to year there is essentially no change in the lake level but, surprisingly enough, it is a body of fresh water with abundant fish. Crater Lake itself is six miles in diameter and in some spots 2000 feet deep. The rim of the crater is completely encircled by 35 miles of highway offering incomparable views of the lake and crater.

The park area surrounding the



**BROTHER OSWALD F. PONDER**, left, member of Lodge 297, Jeffersonville, Indiana, for over 41 years, who retired March 30 as an engineer on the Pennsylvania Railroad. He made his last trip as engineer on a passenger train running from Logansport, Indiana, to Louisville, Kentucky, at which latter point Brother Ponder was greeted and congratulated by Brother P. M. Keeling, pictured above, and Brother L. E. Hardin, fellow members of Lodge 297. Employed as a fireman November 13, 1912, Brother Ponder was promoted to engineer April 7, 1925, and according to Brother H. O. Hendricks, recording and financial secretary of the lodge, who sent this picture to the Magazine, it is very interesting to hear the retired veteran talk of the trials and tribulations of the "old steam engine days." Brother Ponder and his wife reside at 2048 North Lesley Avenue, Indianapolis, Indiana, and best wishes are extended to them for many years of health and happiness.

lake abounds with game, including deer and bear, and numerous varieties of wild flowers, ferns and trees.

Stops will be made throughout the trip at points of scenic interest and for lunch.

## New Haven Brother Helps Save Boy

By WILLIAM F. GOULD, JR.,  
Local Chairman,  
Lodge 474

In January a near tragedy was prevented by quick thinking on the part of Engineer Gardner F. Cole and his fireman, Brother George G. Wilson, a member of Lodge 474, while they were at the controls of their diesel engine which was hauling the New Haven's "Greenbush-Boston" train near Cohasset, Massachusetts.

As the train, at reduced speed, approached the residential section of this city, the engineer suddenly observed a small form prone on the embankment, only an arm's length from the tracks and just a short distance ahead. While the brakes were being applied and short blasts of the locomotive horn sounded, Brother Wilson climbed out to the front end of the diesel and stood poised on the pilot. When the train came abreast of the form he reached out and pushed seven-year-old Geoffrey Hobbs of Hill Street, Cohasset, clear of the tracks, at the same moment losing his own balance and tumbling off the platform into the snow as the train slowly came to a stop.

Brother Wilson picked himself up and, while brushing the snow from his clothing, looked across the track where at a safe distance stood William Hobbs, eight-year-old brother of Geoffrey. The boys, called inseparable by their mom, had decided to go skating on a pond near Cohasset Center and after finding the ice not suitable they started across the tracks to another spot. William was leading the way and had reached safety when Geoffrey, still wearing his skates, apparently stumbled and fell as the train bore down on him. Geoffrey just stayed there and hugged the ground.

Geoffrey's later remarks were, "I saw in the movies once how a fellow laid on the ground and let a train pass over him."

Congratulations go to Brother Wilson for his alertness and the part he played in carrying on a tradition

of lifesaving established in past years by other heroic members of the BLF&E.

## Retired Member of Lodge 759 Honored

By W. H. WILKERSON,  
Financial Secretary,  
Miles City, Montana

A short time ago Lodge 759 honored Brother Pierce N. (Pete) Wirzfeld, a continuous member since 1916, who had retired as an engineer on the Chicago, Milwaukee, St. Paul and Pacific Railway, Lines West. A large number of members and other friends turned out for the occasion, and coffee and donuts were served.

Brother Wirzfeld was presented his life membership card as well as a number of accessories for his new Fiberglas boat and motor. Among the gifts presented him as tokens of our esteem were two clamp-on seats, one a special, full swivel seat for



BROTHER PIERCE N. WIRZFELD,  
Lodge 759

him as skipper; also as there was some doubt as to his marine skill we provided him with a bilge pump and a waterproof gadget bag that fastens into the boat hull. Having learned that Brother Wirzfeld had ordered a motor cover, the committee picked

it up and presented it to him too, much to his surprise and delight.

Born August 1, 1890, in Deer Creek, Minnesota, Brother Wirzfeld grew up there and when about sixteen hired out on the Northern Pacific Railroad in that area. In April of 1910 he moved to Montana, filing on a homestead near Lewistown. After proving up his homestead, Brother Wirzfeld leased it and gained employment as a fireman on the Milwaukee in April 1906 at Miles City.

When the army organized the 31st Railroad Engineers in February 1918, Brother Wirzfeld enlisted and he served as a fireman with that unit in France until June 1919. After being discharged, he returned to the Milwaukee and was promoted to engineer in November of 1942. He worked in that capacity in freight service until his retirement December 10, 1956.

When asked about his plans for the future Brother Wirzfeld said he had been too busy to make any. He still owns his homestead and also has a nice, irrigated farm near Grand Junction, Colorado. Regardless of this, it's a safe bet that with his new boat he will be near a place where the fishing is best and easiest. We hope he will continue to live in his home at 2411 Clark Street in Miles City, so we can help him on some of his fishing trips.

Whatever his plans may be though, the members of our lodge and his other friends wish for Brother Wirzfeld and his wife a long and happy period of retirement.

## Acknowledgments

Sister Viola Stulken of Viroqua, Wisconsin, a member of Ladies' Society Lodge 451, wishes to extend thanks, particularly to General Secretary and Treasurer Ray Scott, for prompt payment recently of the insurance certificate issued to her beloved husband, our late brother, E. A. Stulken, member of Lodge 168.

\* \* \*

Mrs. Gladys Minor of Marshfield, Missouri, desires to express thanks, especially to General Secretary and Treasurer Scott, for the prompt and courteous attention given to payment of the insurance of her beloved husband, our late brother, Charles F. Minor, member of Lodge 414. Deeply appreciated, she writes, was the kindness shown her by the members of that lodge.

\* \* \*

Mrs. Jean Morrison, Winnipeg, Manitoba, having received check in payment of the insurance of her beloved husband, our late brother, P. Morrison, member of Lodge 597, wishes to extend thanks therefor, particularly to General Secretary and Treasurer Scott.

\* \* \*

Mrs. Lottie C. Moyer of Youngstown,



LODGE 721 AT HALIFAX, NOVA SCOTIA, recently congratulated and presented gifts to two loyal, veteran members—one of whom retired as financial secretary after filling the office for 33 years and the other retiring from service as an engineer on the Canadian National Railways. In the upper photograph, the retiring lodge officer, Brother R. M. Digdon, second from left, is being presented his gift by Brother J. F. Guess, president, and looking on are Brothers H. A. Sawchuk, left, the new financial secretary, and A. F. Fisher, local chairman, who sent these pictures to the Magazine. In the lower view the retiring engineer, Brother Thomas J. Shortall, second from left, is receiving his gift commemorative of the occasion from Brother Fisher who relieved him. At left is Master Mechanic J. Patterson of the CNR's Halifax and Truro Division, and on the right, General Yardmaster S. MacGrath of Halifax.

## War Service Record

Dues and assessments amounting to over \$1300 monthly are being paid for all members of the Brotherhood of Locomotive Firemen and Enginemen engaged in military service. Covering membership and insurance costs, they are paid out of the War Service Fund accumulated by assessments levied on members not in the armed forces.

As of May 1, our Brothers in the military services numbered 562. They are members of United States and Canadian lodges as indicated below:

United States .....	519
Canada .....	43
<b>Total .....</b>	<b>562</b>

Ohio, wishes to thank the Brotherhood for receipt of check covering payment of the insurance policy issued to her beloved husband, our late brother, George B. Moyer, member of Lodge 646. She advises young people to carry as much insurance as possible for protection against long illness and loss of income for those left behind.

\* \* \*

Mrs. Anna Aggers of Freeport, Pennsylvania, for prompt payment of the insurance policy issued to her beloved husband, our late brother, Edwin C. Aggers, member of Lodge 703, wishes to extend thanks, especially to Brothers Ray Scott, General Secretary and Treasurer, and Victor J. Rutkoski, Sr., recording and financial secretary of the local lodge.

\* \* \*

Mrs. Eva McEnroe, Houston, Texas, desires to extend thanks, particularly to General Secretary and Treasurer Scott, for prompt payment of the insurance of

her beloved husband, our late brother, John McEnroe, member of Lodge 146.

## Member of Lodge 959 Retires

By F. G. LILES,  
Recording and Financial Secretary

Brother Joseph D. Black, charter member of Lodge 959, Fitzgerald, Georgia, retired as an engineer on the Atlantic Coast Line Railroad last April 30, ending more than thirty years' service on various rail-



roads in the South and Southeastern part of the country.

Born in Pike County, Alabama, February 10, 1890, "Joe," as he is more affectionately known by his many friends, worked as a telegrapher, agent, machinist, fireman, engineer, roundhouse foreman and valve gear foreman, beginning as far back as the early part of 1900.

A continuous member of our Brotherhood since joining Lodge 853 as a charter member, Brother Black transferred to our lodge when it was organized in 1945. Brother Black had an outstanding record with the ACL and he accumulated ten credits of which he is very proud.

On the day of Brother Black's retirement, many of his friends gathered at the station to welcome him upon completion of his last run on ACL Train 101. Later a

farewell party was given in his honor with 75 fellow employees and other friends attending to wish him and his wife, Sister Bessie Black, member of Ladies' Society Lodge 705, a long and happy retirement.

Much of Brother Black's leisure time will probably be devoted to his 1100-acre cattle farm near Fitzgerald, but whatever he undertakes the members of Lodge 959 say "Good luck, Joe."

## Reunion of 730th ROB, Fort Wayne, Indiana, August 23-25

The tenth annual reunion of the 730th Railway Operating Battalion will be held August 23, 24 and 25 at the Hotel Van Orman in Fort Wayne, Indiana. Members of the Brotherhood affiliated with this unit and desiring additional information may communicate with Chairman R. C. Bodine, Jr., who resides at 4014 Oliver Street, Fort Wayne 5.

## Lodge 466 Honors Many Veteran Members

By W. P. STONER,  
Local Chairman

A banquet held April 6 by Lodge 466 in Uhrichsville, Ohio, was an outstanding occasion marked by the attendance of International President H. E. Gilbert and his presentation of various awards to a large number of members, fourteen of whom were eligible to receive 40-year continuous membership buttons.

More than eighty members and



FORTY-YEAR MEMBERS OF LODGE 466, Dennison, Ohio, who received continuous membership buttons recently. Left to right, first row, are Brothers C. E. Horn, R. E. Roahrig, president; F. M. Crouch, L. J. Morris and International President H. E. Gilbert who made the presentations. Second row: C. R. Porter, recording secretary; E. O. Kinsey, S. T. Werner and W. P. Stoner, local chairman.

their wives were present for the event. The writer served as toastmaster and the invocation prior to dinner was given by Sister Florence Shean, member of Ladies' Society Lodge 300. Principal speakers of the evening included Brother Gilbert, Brother W. E. Turk, general chairman, Pennsylvania Railroad, Lines West, and PRR Assistant Trainmaster and Road Foreman of Engines A. D. Phinney.

Though several of the guests of honor could not be present for this affair due to working or other various reasons, the awards had been scheduled to be made as follows:

Life membership cards—Brothers E. E. Daugherty and E. H. Rauch.

Fifty-year buttons—Brothers E. L. Heck and O. Watkins.

Forty-year buttons—Brothers L. A. Chalfant, F. M. Crouch, Harry



**BROTHER E. E. DAUGHERTY**, recently retired member of Lodge 466, receiving a life membership card from President Gilbert.

Florence, C. E. Horn, E. O. Kinsey, D. B. Lapp, L. J. Morris, C. R. Porter, R. E. Roahrig, C. F. Shearn, C. R. Shipley, W. P. Stoner, S. T. Werner and P. C. Wiand.

Thirty-year buttons—Brothers W. A. Snow and A. G. Stidd.

Twenty-five-year button—Brother William Coverdale.

Twenty-year buttons—Brothers C. H. Henry and W. E. Mayberry.



**BROTHER O. WATKINS** being presented his 50-year continuous membership button by President Gilbert.



**PRESIDENT GILBERT**, third from left, presented 30-year button to Brother W. A. Snow who stands at his right. A five-year emblem was awarded to Brother John Brown, extreme left, and a ten-year emblem to Brother W. M. Witting on the right.

Ten-year buttons—Brothers C. W. Goettge, H. L. Jacobs, A. S. Johnson, G. C. Wallace and W. M. Witting.

Five-year buttons—Brothers J. W. Brown, Jr., and L. M. Scott.

## Two Loyal Members of Lodge 28 Retire

By **HARRY LAGERQUIST**,  
Legislative Representative

Last February 4 nearly eighty persons gathered at the Enginemen's Hall in North Platte, Nebraska, for a six o'clock dinner and to pay tribute to two highly esteemed, veteran members of Lodge 28, Brothers Steve Cole and Orr Cummings, who had retired from active service the previous November as engineers on the Union Pacific Railroad.

One of the highlights of this occasion was the presentation of a life membership card to Brother Cole by General Chairman J. L. Shattuck of the Eastern District, Union Pacific Railroad, who on behalf of our Brotherhood congratulated the retired veteran on his many years of loyal service and continuous membership. It was regretted that Brother Cummings, a staunch supporter of the principles of our organization, was unable to attend the ceremonies and receive his life membership card due to the sudden passing of a member of his family. We extend our heartfelt sympathy in this untimely loss.

Brother Cole began his railroad career as a fireman on the Chicago, Burlington and Quincy Railroad in the early spring of 1907 and on March 16, 1908, he was initiated into Lodge 725 at Sterling, Colorado. Later he worked on the Northern Pacific Railroad for a

short time before entering the service of the UP September 19, 1909. Transferring his membership to Lodge 28 at North Platte, Brother Cole was promoted to engineer April 3, 1917, and upon his retirement was operating one of the famed UP streamliners. He and his wife, Sister Bertha Cole, member of Ladies' Society Lodge 128, plan to continue their residence in North Platte, with a view to taking it easy and enjoying an occasional trip.

Brother Cummings retired last November 6 after completing fifty years' service as fireman and engineer. He began his career on the St. Louis-San Francisco Railway Company, later working for the Missouri-Kansas-Texas Railroad, Chicago, Rock Island & Pacific, Chicago and Alton, and Missouri Pacific railroads before settling down to steady employment with the UP on



"Remember—It's us labor papers against the enemy dailies—so watch out for their mud slinging!"

March 12, 1912, at North Platte. Initiated into Lodge 24 January 23, 1911, and later transferring his membership to Lodge 28, Brother Cummings was promoted to engineer November 27, 1919. Upon his retirement he too was operating one of the UP streamliners.

Brother Cummings and his family plan to continue living at their Grand Island, Nebraska, home and just take a pleasure trip from time to time.

All members of Lodge 28 extend best wishes to these two fine brothers for many, many years of happy retirement.

On this same festive occasion Brother Dean Olson, who in the past has served our lodge as local chairman and vice chairman of the general grievance committee, was also honored. In appreciation of his untiring efforts and service in our Brotherhood work, he was presented a fine fishing rod, reel, tackle box and waders from the members of Lodge 28.

The writer experienced a delightful surprise when he was presented a movie camera of which he is very proud. It will be cherished as a remembrance of a fine group of brothers and of the past years when it was my pleasure to serve as president.

For this most enjoyable evening many thanks are extended to the committee on arrangements which was comprised of Brothers Delbert Lincoln, Henry Schimek, Bert House, Murney McLellan and Joe McNeal, assisted by three members of Ladies' Society Lodge 128: Sisters Lorene Jurgens, president, Clara Schimek, and Ethel Runner.

Card games concluded the evening's entertainment, with each one in attendance expressing appreciation for a most enjoyable evening.

## Reunion of 714th ROB June 21-22

By W. H. NOBLE, JR.,  
BLF&E Lodge 915,  
Akron, Ohio

Annual reunion of the 714th Railway Operating Battalion will be held this year in St. Paul, Minnesota, on June 21 and 22. Those desiring additional information should communicate with Mr. L. H. Workman, 6408 Newton Avenue South, Minneapolis, Minnesota.

## Long-time Member of Lodge 516 Retires

By ARTHUR F. WADE,  
Recording Secretary

After 47 years' service as a yard fireman and engineer on the Chicago and Eastern Illinois Railroad, Brother Perry W. Parker retired last April 1. He made his first trip firing on July 9, 1910, and was promoted to engineer August 9, 1917. Brother Parker was initiated into Lodge 516 at Danville, Illinois, just three months after he started to work and he has ever remained a loyal, continuous member.

Brother Parker recalls that in 1910 a yard fireman was paid 21 cents an hour for an eleven-hour day, receiving \$2.10 and an hour off for lunch without pay. He credits the BLF&E largely for the improved working conditions obtained for enginemen since 1910.

In addition to being a member of the Brotherhood for 47 years,



BROTHER PERRY W. PARKER  
Lodge 516

Brother Parker has been affiliated with the Knights of Pythias for the same period.

Our retiring brother's wife, Sister Edith Parker, the former Miss Edith Drollinger of Covington, Indiana, has been a school teacher for over thirty years and she is a charter member of Danville Lodge 25 of the Ladies' Society. During her 47 years of membership, she had held every office in the lodge including the office of president, which post she filled for seven years.

Brother and Sister Parker have a daughter, Mrs. Edwin Fisher of New York City, and they are planning on an extended visit with her in the near future. Active in politics for many years, Brother Parker intends to devote more of his new leisure time to that field. He is interested in doing some fishing in his spare time also, and upon his retirement fellow workers presented him a gift commemorative of the occasion.

Best wishes are extended to this fine couple for many years of health and happiness.

## Forty-year Member Of Lodge 617 Retires

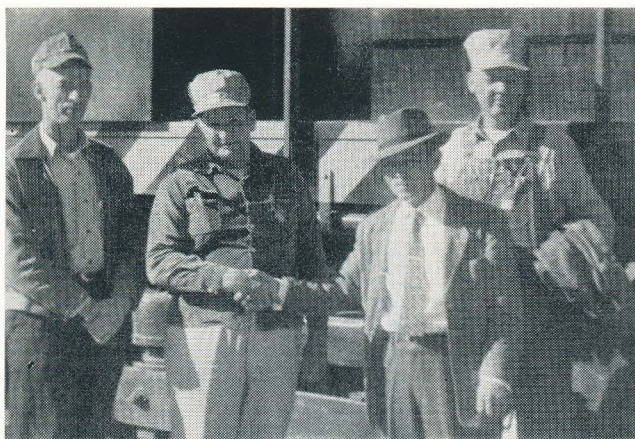
By A. A. HARP,  
Local Chairman

December 31, 1956, ended forty years of service on the Southern Pacific for Brother John Lundberg, veteran member of Lodge 617, El Paso, Texas.

Brother Lundberg was born in Sweden January 1, 1892, came to the United States in 1909 and worked in the copper mines at Bis-



BROTHER STEVE COLE (standing at left), loyal member of Lodge 28 who retired some time ago, being presented his life membership card at a special event held last February. Making the presentation is Brother J. L. Shattuck, general chairman, Union Pacific Railroad, Eastern District.



**BROTHER JOHN LUNDBERG** (second from left), forty-year member of Lodge 617 who retired at the end of last year, receiving congratulations from, left to right, Brother H. S. Kelley, engineer and former local chairman of Lodge 617; Southern Pacific Trainmaster J. A. Reynolds, shaking hands with Brother Lundberg, and another engineer, C. L. Bailey.

## Annual Florida Affair Builds Interest in Brotherhood

By **FRANK D. HOWARD**,  
Chairman,  
Florida State Legislative Board

Recently another in a series of annual, family suppers was given by Ladies' Society Lodge 273 of Wildwood, Florida. These affairs in support of the BLF&E sustain a fundamental policy of the organization, and in addition contribute much to the success of our legislative program and to a better understanding between the public and the membership of the Brotherhood and Ladies' Society.

The writer was most happy to accept an invitation to be present and outline our legislative program to the gathering which included non-members and members of other organizations interested generally in the political structure of Florida.

Interest displayed on this occasion by LS Lodge 273 and its president, Sister Juanita Jones, was most impressive and a source of considerable satisfaction. Other lodges in the state participate in similar functions too, all of which is encouraged by the legislative board; these affairs are of inestimable value for they have a definite influence on our Brotherhood's legislative goals.

Program of entertainment presented at the family supper was enjoyed by all and included an "Elvis Presley Pantomime" by Miss Judy

bee, Arizona, until 1917. He started his railroad career then as a student fireman on the former El Paso and Southwestern, which is now a portion of the Southern Pacific system operating between El Paso,

Texas, and Tucson, Arizona, through the rich copper country of Cochise County, Arizona.

Our retired brother has worked the crack trains operated jointly with the Rock Island between Chicago and Los Angeles and the crack trains operated by the Texas and New Orleans and Southern Pacific between New Orleans and Los Angeles. Brother Lundberg at one time worked with former General Secretary and Treasurer Walter E. Jones who came from the same seniority district.

Brother Lundberg and his wife have moved from Douglas, Arizona, where they lived for many years, to 1631 North 28th Street in Phoenix, Arizona. Our members and other friends wish the Lundberg family many years of health and happiness during which they may fully enjoy a well-earned retirement.

## Expressions of Appreciation

Insurance benefits and awards since the last issue of the Magazine have been received by members as listed below. Appearance of names here constitutes acknowledgment of communications addressed to the Grand Lodge, wherein appreciation is expressed.

### INSURANCE BENEFITS

Name	Lodge
W. J. Blanchard .....	169
Henry Brovold .....	128
F. D. Chilson .....	743
E. R. Copsey .....	127
Jas. Croghan .....	101
Henry Hendrickson ....	567
J. A. Jelley .....	499
G. H. Kendall .....	15
C. A. Miller .....	583
A. R. O'Brien .....	696
Chas. W. Powers .....	96
T. Richmond .....	479
Wm. E. Short .....	172

### LIFE MEMBERSHIPS

Name	Lodge
R. Plunkett .....	262
Wm. H. Shaver .....	424
Gerald Sullivan .....	113

### CONTINUOUS MEMBERSHIP BUTTONS

Name	Lodge
40-year	
R. Plunkett .....	262
Jos. J. Razzano .....	690
Elmer Spindel .....	408
Gerald Sullivan .....	113



**SCENES AT FAMILY SUPPER** staged recently by Ladies' Society Lodge 273, Wildwood, Florida. Such affairs are held annually by the sisters to support the Brotherhood and promote interest and cooperation.



ELVIS PRESLEY PANTOMIME being presented by Miss Judy Rector, popular Wildwood, Florida, cheerleader and pantomimist, who scored a hit with teenagers and adults alike at a family night supper given recently by Ladies' Society Lodge 273 of that city. She is the daughter of Seaboard Air Line Conductor R. F. Rector and wife. Appearing above with Miss Rector is Brother Frank D. Howard, chairman of the Brotherhood's Florida State Legislative Board.

Rector and a panel show modeled after a well-known television program. Members of the organization served on the panel and Sister Jones acted as moderator. One of the four contestants questioned was Mr. L. N. Sibert, supervising principal of the Wildwood schools.

## Forty-eight Year Veteran Retires

By L. R. VANCIL,  
Recording and Financial Secretary,  
Lodge 627,  
Sparta, Illinois

Forty-eight years of outstanding service as fireman and engineer on the Missouri-Illinois Railroad was

concluded by Brother John W. Bixby, member of Lodge 627, who made his last run on February 27.

Born on a farm six miles south of Sparta, Illinois, February 12, 1887, Brother Bixby at the age of 21 applied for a job in the old Southern Illinois Railroad shops at Sparta and started work as a laborer September 28, 1909, receiving \$1.25 per day. During March 1910 he began firing and in 1915 was promoted to engineer.

In December 1919 the old Southern Illinois Railroad closed down and Brother Bixby was laid off, after which he started working as a brakeman for the Illinois Central between Centralia and Mounds, Illinois. Early in 1921 there was a reorganization of his former railroad and operation resumed under the name of the Missouri-Illinois Railroad after which Brother Bixby returned to his old job as engineer at Sparta. He remained at this position steadily until his retirement and was top man on the seniority list.

One of the highlights of his career was the fact that the train crew, of which he was a member, played a part in a movie near Fort Gage in 1912 or 1913. At the time Brother Bixby was firing a passenger run and with his train crew actually took part in the making of a picture entitled "Jack Kennedy's Outlaws" which portrayed a scene of outlaws holding up their train. When the picture was completed it was shown in silent picture theaters throughout the United States.

Initiated into Lodge 627 on October 20, 1912, Brother Bixby has maintained continuous membership in our organization, and at one time or another served in all offices of the lodge except local chairman and secretary. In appreciation of his loyal services a group of fellow members and other friends assembled at the



Sparta station and gave Brother Bixby some fine fishing tackle.

The officers and members of Lodge 627 extend best wishes to this esteemed brother and his wife for a long and happy retirement.

## Ten Oldest Members

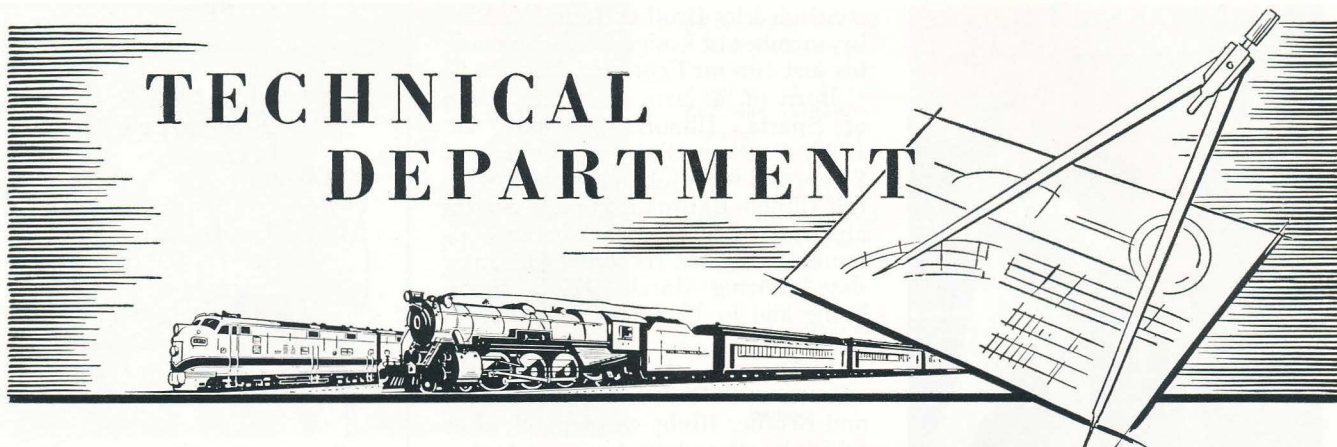
The ten members of our Brotherhood oldest in membership as of May 1 were Brothers:

- John V. Duggan  
Lodge 77, Denver, Colo.  
Admitted: August 19, 1882.
- Frederick J. Burgess  
Lodge 221, Sarnia, Ont.  
Admitted: July 8, 1884.
- Calvin W. Hobart  
Lodge 57, Boston, Mass.  
Admitted: April 12, 1887.
- John S. Feebeck  
Lodge 371, Nevada, Mo.  
Admitted: June 25, 1887.
- Frank P. Yost  
Lodge 441, Cincinnati, Ohio  
Admitted: Sept. 18, 1887.
- Frank A. Yokey  
Lodge 699, Albany, N. Y.  
Admitted: Dec. 25, 1887.
- Robert O. Harris  
Lodge 633, Selma, Ala.  
Admitted: July 22, 1888.
- Fred Blaich  
Lodge 24, Parsons, Kans.  
Admitted: July 27, 1888.
- Henry Bowers  
Lodge 19, Sparks, Nev.  
Admitted: Feb. 1, 1889.
- Charles Wagstaff  
Lodge 342, Medicine Hat, Alta.  
Admitted: Feb. 4, 1889.



BROTHER JOHN W. BIXBY, sixth from left, a 45-year member of Lodge 627, Sparta, Illinois, who retired February 27 as an engineer on the Missouri-Illinois Railroad. Shown above greeting him and presenting him retirement gifts are several fellow members and other friends. Left to right, they are M-I Clerk C. G. Kelly, M-I Agent-Yardmaster C. L. Downs; President E. W. Wheeler and Recording and Financial Secretary L. R. Vancil, Lodge 627; Vernon Bixby, former M-I machinist and son of the retiring engineer; M-I Trainmaster G. T. Graham; Melbourne Bixby, M-I trainman and another son of the retiring veteran; Engineer P. W. Wilson and Fireman Howard C. Robb, the latter of whom was firing for Brother Bixby at the time of his retirement.

# TECHNICAL DEPARTMENT



## New Gavin Yard Speeds GN Service

A COMMUNITY celebration was held last October in Minot, North Dakota, a city of 26,000 population, to mark dedication of one of the nation's newest and most advanced freight classification centers, Gavin Yard.

Present to officially open Great Northern Railway's \$6½ million Gavin Yard, just east of the city, was the former GN president for whom the big electronic facility is named, Frank J. Gavin. Now chairman of the board of directors, he gave the radio order to release the

first official car of freight "over the hump."

President John M. Budd of the Great Northern dedicated Gavin Yard at the high point of the celebration.

"A lion's share of freight classification work for the entire system will be done at this installation, saving an untold amount of switching which has up to now been done at other points on the line," Mr. Budd said. "The result of this rapid classification of cars and dispatching of classified trains will be vastly im-

proved service to shippers. With less delays at other yards, freight will take less time moving across our railroad, schedules will be more dependable and with less handling in yards commodities will be less subject to damage en route."

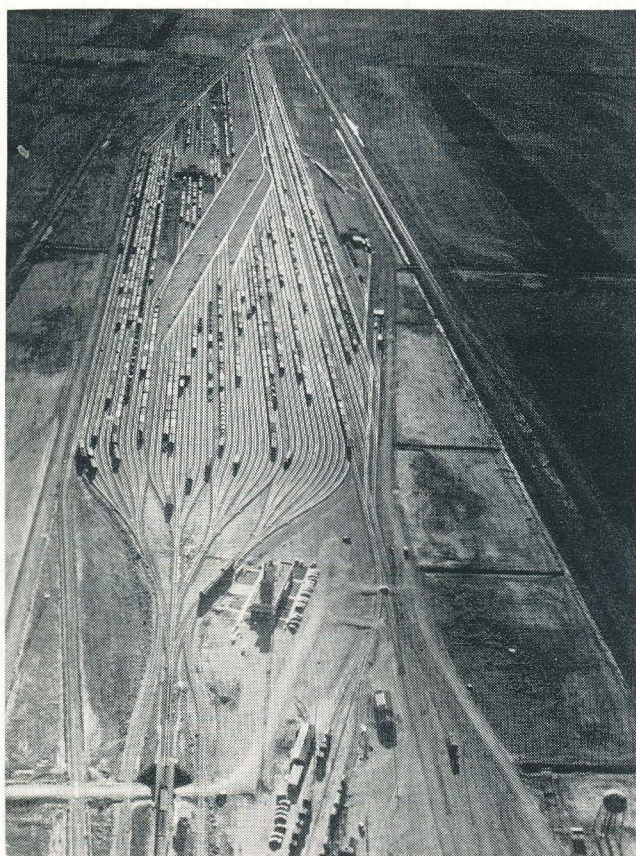
In addition to being one of the nation's newest and most advanced freight classification yards, Gavin Yard is (a) a car repair facility of large capacity, designed to speed upgrading of freight cars; (b) an important terminal for Great Northern's expanding piggyback operations; (c) a busy reclassification center for less-than-carload freight, and (d) an essential link in the railway's diesel motive power service network.

Minot has been an important terminal from the time the St. Paul, Minneapolis and Manitoba Railway, predecessor of the Great Northern, built there in 1886, when the pioneer town became the railhead for the extension of the line into Montana in 1887.

Construction of a large and modern yard in the Minot area had been contemplated for a number of years when, early in 1951, planning began in earnest. Property—535 acres in area—was purchased to provide an ample site. Preliminary to drawing final plans, careful inspection was made of modern retarder yards on other railroads and their most desirable features incorporated.

On October 19, 1954, Great Northern's Board of Directors authorized construction of a thoroughly modern, electronically-controlled retarder yard at an over-all cost of \$6,329,030.

The strategic location of Minot and of Gavin Yard on the Great Northern system is readily perceived in a glance at a map of the railway. The station of Surrey, at the east end of the Minot terminal, is the junction point for two principal lines eastward. Traffic to and from the



AERIAL VIEW OF NEW GAVIN YARD. At bottom is the hump which has a 4 per cent grade and is built high to accommodate an underpass.



**NERVE CENTER** of GN's Gavin Yard is the yard office building. Alongside it is one of ten floodlight towers, and because the yard is a round-the-clock operation 62,750,000 candlepower is required for after-dark illumination.

head of the lakes (Duluth and Superior) is channeled through Grand Forks. The "Surrey cut-off" to the south carries traffic to and from the Twin Cities, St. Paul and Minneapolis.

Furthermore, Gavin Yard is best located to serve both eastbound and westbound traffic, it is the farthest east terminal for practical purposes for classifying trains in both directions, and it is the farthest west for classifying empty boxcar trains.

Another important factor in the location of Gavin Yard is that Minot is a federal grain inspection and sampling point, where substantial facilities

are required for the large numbers of grain cars held for inspection.

#### Construction

The giant task of grading and draining the yard site was begun April 15, 1955. This called for the moving and compacting of a million cubic yards of earth and the addition of another quarter-million cubic yards of sub-ballast. Contract was awarded for erection of the yard office and control tower, car repair shop, freight house, hump office and locomotive inspection pit.

Principal supplier in the equipping of Gavin Yard was the General Railway Signal Company of Rochester, New York, which furnished signaling equipment for interlocking at yard entrances, automatic switching and retarder controls, electric retarders, track switches, signals, relays and control equipment.

Gavin Yard, with all of its extensive structures and facilities, was designed in Great Northern's Engineering Department. The planning and most of the installation of communication and signal facilities was accomplished by the railway's Signal and Communications departments. Great Northern forces also erected numerous utility structures and laid all rail in the yard.

#### Facilities

Principal structures at Gavin Yard are a five-story, brick-faced yard of-

fice and control tower, a 102 x 600-foot freight house, a 144 x 300-foot car repair shop and a hump office. Other important facilities include a diesel service and inspection area, a piggyback ramp and a car cleaning and washout area.

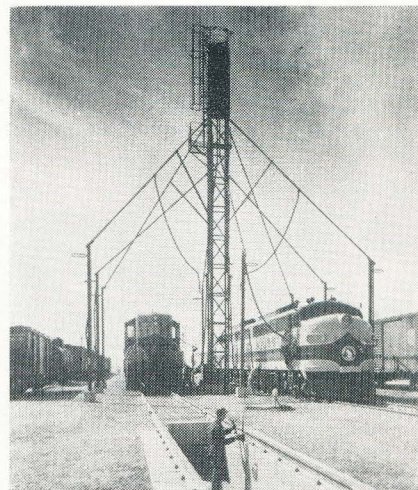
Gavin Yard comprises, in its three-mile length, 56 miles of track with a working capacity of 3445 cars. Included are: a 6-track combination receiving and departure yard, capacity 895 cars; a 27-track yard exclusively for classification, capacity 887 cars; a 3-track departure yard, capacity 441 cars; an 8-track hold yard, capacity 593 cars; 2 washout tracks, capacity 115 cars; 4 car repair tracks, capacity 230 cars; and 2 hump tracks, capacity 300 cars.

Communications is perhaps the most basic element in the complex and tightly-gearred operation of a modern freight classification yard. The marvelously versatile communications system at Gavin Yard includes two-way radio, paging and talk-back speakers, automatic telephone, teletype and pneumatic tubes.

#### Operation

The basic function of a classification yard is the breaking up and making up of freight trains. In a "hump" yard, such as Gavin, cars are pushed to the highest elevation of a hump and switched to classification tracks by gravity.

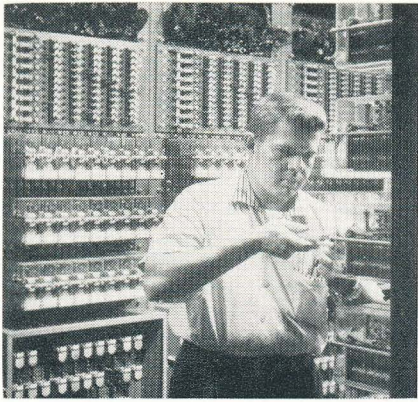
Gavin also is known as an electronic retarder yard, which indicates that it is equipped with the latest radar-controlled snubbing or rail braking devices which slow down the movement of a free-rolling car so that it enters the proper classification track at a safe coupling speed.



**DIESEL SERVICE AREA** at Gavin Yard is well-equipped to administer to the needs of the powerful engines. Pit inspection is made; water, sand, lubricating and fuel oil are added; minor repairs may be made if necessary.



**JOURNAL OILER** automatically shoots a jet of oil into the journal box as the car moves toward the crest of the hump. The car wheel activates the oiler mechanism.



"BRAIN ROOM" in the Gavin Yard office houses an amazing complex of electronic equipment, electric switch relays and mile after mile of intricate wiring.

When a Great Northern freight train arrives at Gavin Yard, the cars it has picked up en route are not arranged according to destination. To greatly reduce time-consuming switching at connections and terminals further along the line, the train is "classified." In short, the cars are sorted out, regrouped according to destination, and then placed in a new train for most convenient removal at the assigned connection or terminal.

A freight train newly arrived at Gavin receiving yard is immediately inspected. If any bad order cars are found they are routed to repair tracks. Then a diesel switcher pulls the train up the hump lead.

As the cars are pushed up the 14-foot hump they are again thoroughly checked by inspectors both below and

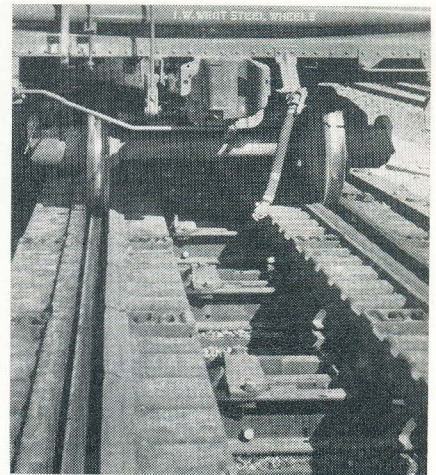
on either side of the track. An automatic journal oiler jets oil into the journal box on each car wheel.

At the crest of the hump a pin-puller releases cars in cuts of one to five in accordance with a switch list made up before the train's arrival from a consist teletyped ahead from Williston, Grand Forks or Breckenridge. Seated at a push-button console in the hump office, the hump foreman electronically aligns switches to send the car or cars to the proper classification track.

The car rolling down the 4 per cent grade from the crest reaches a speed of about ten miles per hour before arriving at the master retarder. Here, the car is electronically weighed and a radar "eye" transmits data on the speed of the car to a computer or "brain" at the yard office. Other complex "rollability" factors such as wind velocity and direction—as well as the distance the car is required to roll—are computed almost instantaneously and translated into braking action at the master retarder.

Further slowing of the car is accomplished similarly at one of four group retarders. If necessary, an operator in the control tower can exercise manual control over the retarding action.

Finally, a new freight train is formed by switching blocks of cars from the classification tracks to a departure track. These blocks are placed in proper sequence in the train for easiest distribution at junc-



CLOSE-UP OF RETARDER showing how the steel jaws clamp against the rims of the car's wheels.

tion points, connections with other railroads, and terminals beyond Minot.

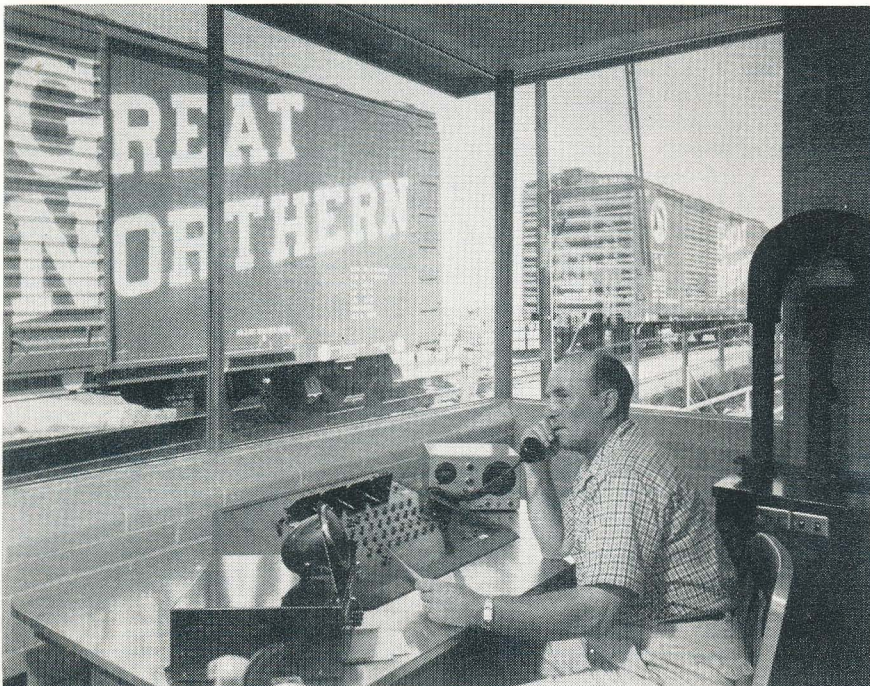
With one hump engine operating, the electronic retarders at Gavin Yard will handle 100 cars per hour around the clock, or 2400 cars per day. By working two hump engines during peak traffic, classification can be stepped up to 150 cars per hour, or 3600 cars per day.

Perhaps one of the most important contributions which Gavin Yard promises is a substantial saving in car-day delay. A conservative estimate of that saving is 61,150 car-days per year—a vital item in times of car shortage.

## Questions and Answers The Air Brake

Answers by JOHN B. BALL,  
Member,  
BLF&E Lodge 660,  
Aurora, Illinois

**2892. Hammer Testing of Main Reservoirs.**—"Hammer testing of main reservoirs originated in the steam locomotive era when air reservoirs consisted of plates riveted together. The hammer test was



HUMP FOREMAN routes cars to assigned classification track by pressing a push button that lines a series of electrically operated switches. He can "store up" four switching combinations at a time, and keeps in touch with hump engine, switch crew, retarder operator and yardmaster by radio, telephone, pneumatic tube or paging and talk-back speakers.

This department is maintained for the purpose of answering questions of members covering locomotive running and repairs, air brake equipment and diesel and gas turbine motive power.

Only questions submitted for publication will be answered. Initials of members will be used in this connection except that should a brother so desire he may substitute a nom de plume.

No attention will be paid to anonymous communications. In all cases the correct name, address and lodge number must be given by the correspondent.

deemed necessary in order to determine the condition of the shell plates. By this test, if deterioration of the shell plates had occurred, the hammer blows would indicate a thin place.

"What is the effect of hammer testing on modern main reservoirs, some of which are lined with an enamel paint to prevent corrosion?"

"Do hammer blows on the outer surface of such reservoirs result in failure of this enamel lining of the reservoirs?"

"If hammer testing results in the failure of the reservoir, is there any other method of testing such reservoirs?"

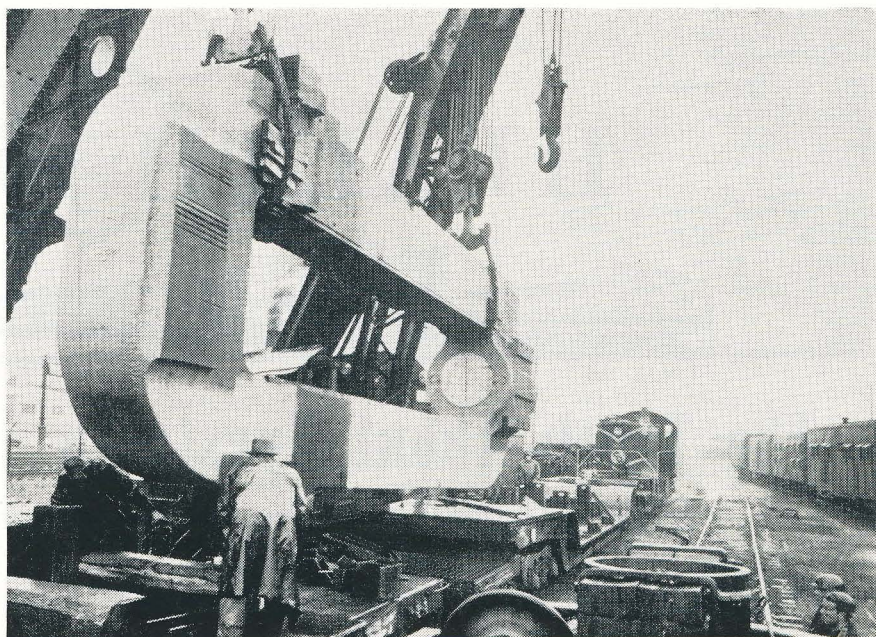
"If there is no other method of testing such reservoirs than the hammer test, should there be a greater interval between hammer tests as presently required by the I.C.C. inspection rule?"—Member.

ANSWER.—There are two standard processes in use today by air brake companies in processing the interior of main reservoirs for protective purposes.

The recommended standard main reservoir in use today is of the enameled type; however, some were furnished with the interiors coated with a corrosion preventative compound.

The enameling process consists in a thorough coating with the enamel by rotating the reservoir then draining it. The reservoir is then subjected to a temperature process and the enamel thoroughly baked to the metal.

The coating process consists in covering the interior with a corrosive preventive substance then allowing it to dry.



**HEAVY HAUL**—The Chesapeake and Ohio Railway helped move this 203-ton mill stand for Kaiser Aluminum and Chemical Corporation from Youngstown, Ohio, to Huntington, West Virginia. This stand will be used for support at one end of a 168-inch hot mill, largest in the aluminum industry.

The normal hammer testing of main reservoirs will not result in the failure of either the inner coating of enamel or compound used.

In reality, main reservoirs do not fail in the hammer test; this test detects a progressive failure due to abnormal thinness of the metal and if found, the reservoir is rejected before failure occurs.

There is no other method of testing main reservoirs other than the hydrostatic test.

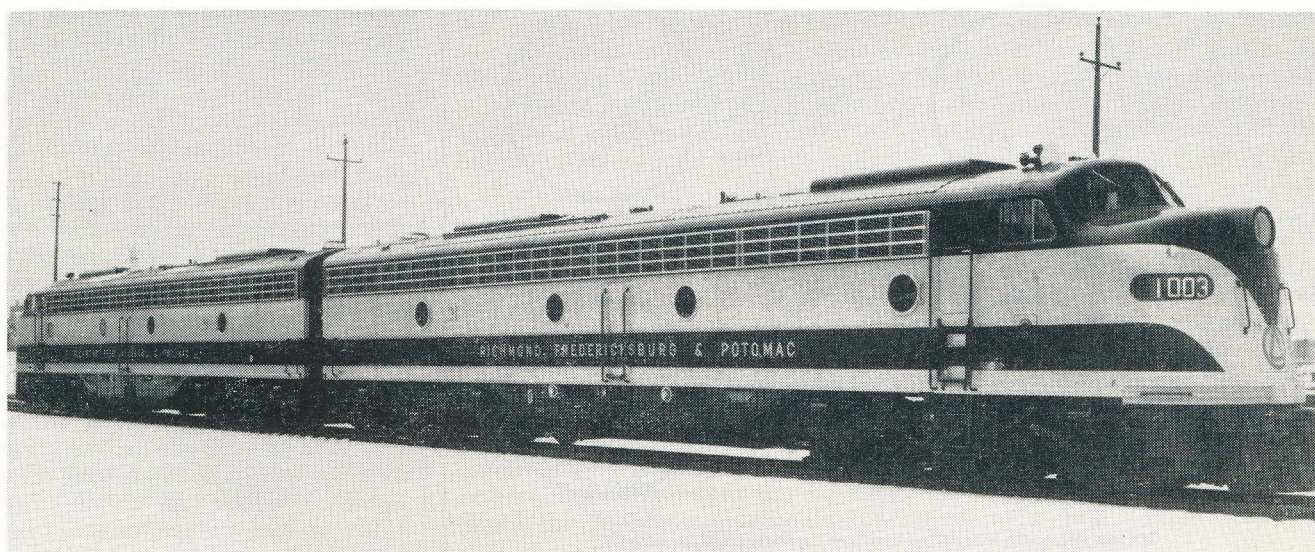
The I.C.C. requirements for testing main reservoirs for steam and other than steam locomotives are that every main reservoir before being put into service, and at least once each twelve months thereafter, shall be subjected to hydrostatic

pressure not less than 25 per cent above the maximum allowed air pressure.

The entire surface of the reservoir shall be hammer tested each time the locomotive is shopped for general repairs, but not less frequently than once each eighteen months.

If in hammer testing a main reservoir of the enameled type and a thin portion or spot was detected in the shell it could easily have been due to causes other than a supposed failure of the enamel at some previous hammer test.

The time intervals between hammer tests is in the control of the I.C.C., and time of tests are governed by experience of many years of service and operating conditions.



EMD DIESEL-ELECTRIC PASSENGER LOCOMOTIVES of the Richmond, Fredericksburg and Potomac Railroad.



## The Truth About Eyestrain

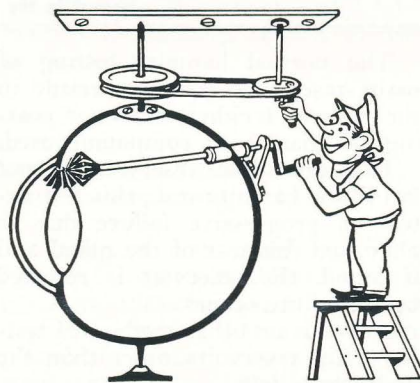
**S**MALL defects and deficiencies of the eyes may cause more painful distress than big ones. If there is something seriously wrong with your vision, your eyes are likely to accept the situation, make no effort to see correctly, and let it go at that. Instead of acute discomfort you merely feel the dullness, insecurity and sense of failure which come from missing so much of the visible world about you.

But the eyes rebel against the so-called little troubles such as farsight and nearsight, says the Better Vision Institute. The small muscles which control the eye work manfully and overtime, trying to pull the eye into shape to make it see as it should. This extra effort is usually the origin of eyestrain.

It really starts with muscular fatigue, then gives you a pain in the eyes, top of the head, temples, or above the back of the neck. Then it may produce nervousness, irritability and other symptoms.

In children, particularly, eyestrain may be accompanied by bleary, watery, suffused, itching eyes and susceptibility to infections, conjunctivitis and styes.

Here is a vivid illustration of why eyestrain is such a complicated mat-



One nerve operates two eye muscles

ter. The act of seeing, at near or far distance, is accomplished by two

kinds of little muscles. These are the ciliary, which cause the eye-lens to become thick or thin for focusing, and the "recti," which pull the two lines of vision of the two eyes together, so they will both strike the nearby object looked at. That is, the recti "roll" the eyes.

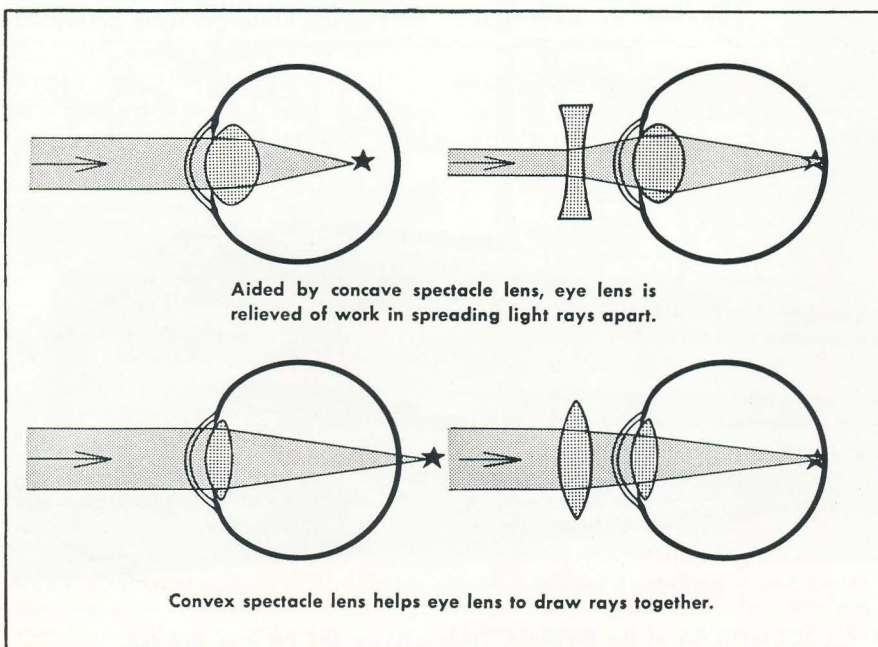
These two actions, known as accommodation and convergence, occur at the same time and in exactly proportionate degree—in the normal eye. Therefore nature has put both the ciliary muscles and the recti muscles on the same nerve circuit. One nervous impulse serves both to change the thickness of the lens and to roll the eyes inward or outward.

This is fine for the normal eye. But the farsighted person makes abnormal demands on the ciliary but not on the recti. The nearsighted person, who holds his book very close to his face, exerts an abnormal pull on the recti but not on the ciliary. No wonder the single nerve controlling both muscles goes haywire, trying to separate two acts that belong together.

Suppose, then, that you are suffering from eyestrain and get your eyes examined. You get a pair of prescription spectacles, and after that you feel fine. How was this remarkable change brought about. What do those glasses do to, or for, your eyes?

Actually, those glass lenses put extra curvature where your eye needs it, or reduce curvature where the eye-lens has too much. If your natural lens is too flat to focus accurately, the specialist will give you a convex lens, which adds curvature to your seeing apparatus. Or, if your eye-lens is too much curved, a concave glass lens is used to spread the rays apart so that your nearsighted eye-lens can handle them.

In the case of astigmatism, your cornea (the "watch crystal" at the front of your eye) is not part of a



Aided by concave spectacle lens, eye lens is relieved of work in spreading light rays apart.

Convex spectacle lens helps eye lens to draw rays together.

perfect sphere, as it should be. It has one slightly flattened "equator." So the eye specialist uses a cylindrically curved glass lens, which he adjusts right along the belt of flatness in your eye, thus making it more curved.

It was hardly more than a hun-

dred years ago when eyesight specialists first began to "graft" glass lenses to eye lenses, correcting visual errors with mathematical accuracy. So if you are an eyestrain sufferer, remember that a simple pair of prescribed lenses can probably relieve your trouble.

## Diseases of the Gall Bladder

DR. A. L. KIEFER, M.D.,

Assistant Chief Surgeon, Los Angeles, California

THE functions of the gall bladder are briefly:

1. Secretory.
2. Absorptive (concentration and storage of bile).
3. Motor-disturbances of any of the above functions cause specific events and symptoms. Inflammation of the gall bladder reduces or abolishes its concentrating power. Stasis and concentration of bile is thought to be a factor in the production of stones.

After middle age there are definite and frequent pathological changes in the biliary system, of which the gall bladder is an out pouching. Disease of the gall bladder when once established does not long remain confined to that viscus (organ) but extends to the associated biliary ducts and even to the liver.

It has been estimated by various authorities that between 25 and 50 per cent of all people over forty years of age suffer from functional or structural disease of the biliary system. Women are affected more often than men in the proportion of three or four to one. Of all persons suffering from gall bladder disease, about 70 per cent are women who have borne children.

This disease is not confined to patients of any particular physical type; blondes and brunettes are affected, the short and the tall, the fat and the lean also suffer, and gallstones may occur at any age. Gallstones have been reported in the

newborn, but the usual period of life in which chronic cholecystitis and cholelithiasis (gallstones) occurs is after the age of forty.

No typical syndrome of symptoms can be outlined to fit the picture of the diseased gall bladder, because of the variation in the basic cause of the disease and the individual response to this disease process. Symptoms which may be present can be tabulated, but all need not be present during any one attack or during the chronic course of this disease process.

For convenience, symptoms may be described in four groups:

### 1. Biliary Colic Group

Indigestion is characterized by the recurrence of sudden sharp attacks of cramplike pain in the upper abdomen or right rib margin. These attacks occur suddenly; the pain is agonizing. Attacks may be short or last about eight to twelve hours. Nausea, or nausea and vomiting, frequently accompany the attack. Temperature of 100 degrees to 101 degrees F. is not uncommon. Pain may be referred to the back or right shoulder area.

### 2. Bilious Group

No cramps or attacks of colic, but low grade fever, nausea and vomiting are prominent features. Sense of weight in upper right abdomen, a feeling of fullness or actual upper abdominal distention and gaseous eructation are persistent.

### 3. Gastric Group

This group presents symptoms resembling those of peptic ulcer. Pain recurs in definite time periods after meals and is relieved by more food or by alkali.

### 4. Mixture of Symptoms Group

These patients suffer from biliary colicky cramps, dull heavy distress immediately or hours after eating, peptic ulcer-like pain, fever, nausea or vomiting. Frequently during one attack the symptoms may be that of one group or fall into the complex of another group. Between attacks

there may be persistent discomfort, belching of gas and upper abdominal sense of heaviness.

There is no real periodicity of attacks in gall bladder disease. This disease may stimulate other diseases such as heart trouble.

Although attacks are frequently initiated by indiscretions in diet, they may occur without apparent cause, follow fatigue, excitement or physical exertion.

What happens to the bile after removal of the gall bladder? For a short period of time after removal of a gall bladder, bile production from the liver flow continuously into the intestine. Gradually the tubular bile duct system enlarges or dilates and the tone increases at the outlet of the duct system. Bile then accumulates in the ducts in larger quantities. With the ingestion of food this shutter mechanism is stimulated to relax and bile flows normally into the intestine.

In conclusion, it should be remembered that since a diseased gall bladder is a non-functioning organ, removal of this gall bladder allows for normal flow of bile into the intestinal tract and digestion again returns to normal.

Do not be misled by the ill-advised who tell you that gall stones are dissolved by medicines. This is a hope based on fallacy and has been nurtured by quackery. The writer's experience leads him to affirm that all definitely diseased gall bladders should be removed unless there is a physical condition which contraindicates surgery.—*Santa Fe Magazine*.

## More Freedom

In the treatment of mental illness the latest trend is to give the patients as much freedom as possible.

This was pointed up recently when a police chief called a mental hospital and asked for the loan of a strait jacket. To his surprise, he was told that the hospital had none.

This situation is true of most modern hospitals, which for several years have not had anything to do with such relics of a bygone era. A more recent development is the so-called "day patient" method of treatment. Mental patients continue to live at home and even work at jobs while reporting daily to clinics for treatment.

However, in commenting on this "new" development, one psychiatrist points out that "at home" treatment of mental patients has been going on successfully in Belgium for six hundred years.

### The Author

Doctor Kiefer is assistant chief surgeon at the Santa Fe Hospital in Los Angeles. Following five years service with the army, he again joined the hospital staff in 1954 and resumed an active practice in the field of surgery. Doctor Kiefer is a Fellow of the American College of Surgeons.



***a new hazard is born!***

## Radiation

**R**ADIATION joins the "Hazard Family" of fire, electricity, broken ladders, open man-holes, speeding, etc. O. K.—so how do you handle this radiation? Afraid? A show-off? Or are you careful and respectful?

To train personnel in industries introducing radioactive materials, a revised and expanded *Radiation Safety Primer* together with an *Instructor's Handbook* has just been issued by the Atomic Energy Commission's Safety and Fire Protection Branch. Both use a popular, non-technical and often amusing approach with clever cartoons. They point out that "radiation is a natural force—like electricity" which man has learned to handle safely.

Even the cave man, we learn, was exposed to radiation. For many years man has made radioactivity work for him, as on his luminous

dial watch. X-rays help to discover and cure disease.

### Obeying Rules Means Safety

Radioactive materials are called "hot"; some are hotter than others. In a few cases sudden death lurks. Other radiation hazards result in injury only if safe practices are repeatedly violated. So Methuselah could work here if he obeyed the rules.

Many people work to protect us in plants following AEC safety standards. That man with the Geiger counter detects radiation, although we may not understand its workings any more than we do those of the gas gage on our car. The engineer checks exhaust hoods and other dust control equipment to reduce dust exposure. Periodic medical examinations are given to us. The radiation we receive is meas-

ured by film badges and careful records are kept on each of us. Where the type of radiation hazard requires, all work clothes are provided and washed by the plant.

### Two-Way Entrance to Body

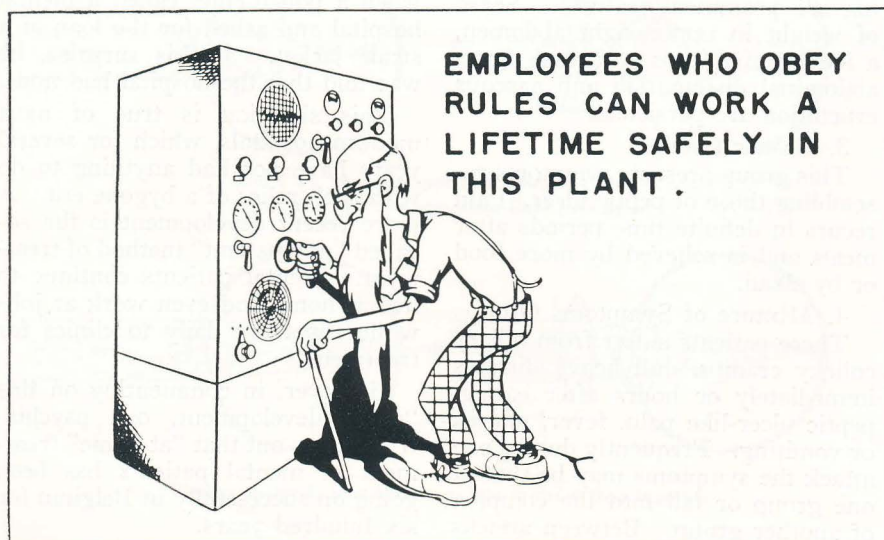
But as the keystone of our own safety, we must understand two important things—the two ways we can receive radiation: (1) some radiation goes through the body like X-rays—called external radiation; (2) we can receive radiation by swallowing or by breathing radioactive materials—internal radiation.

External radiation is controlled by time, distance and shielding, unlike our friend here who has neither time enough to get over the fence nor distance enough between himself and the bull; and his shielding is obviously inadequate. Time and distance limits are established for "hot" areas, and shielding, ranging from gloves and container covers to lead and concrete, is provided.

Internal radiation hazards are controlled by exhaust systems, respirators, container covers, and other means. We are urged to eat in the lunchroom whether we bring or buy food; to wash up before we eat; wear the workclothes provided and our film badge; and take a good shower before going home.

Emphasis is placed on radiation safety as a part of the *total* safety program of the plant. In the AEC, which has an excellent safety record, two people died of radiation over an 11-year period, while 184 died of other accidental causes.

Copies of the *Radiation Safety Primer* may be ordered from the Superintendent of Documents, Washington 25, D. C. for 25 cents each, 25 per cent discount for orders of 100 or more. Single copies of the *Primer* or the *Instructor's Handbook* are available from the Safety and Fire Protection Branch, U. S.



**EXTERNAL RADIATION GOES THROUGH THE BODY LIKE X-RAYS.**



**PROTECTION IS PROVIDED BY TIME-DISTANCE-SHIELDS.**

Atomic Energy Commission, Washington 25, D. C. Arrangements have been made for sets of 46 slides in full airbrush color (35 mm. 2" x 2") to be made available through commercial photographic channels. A set of cardboard-mounted slides costs \$11.50; glass-mounted, \$18.40. Inquiries about these should be addressed to the Safety and Fire Protection Branch of the AEC.

Nothing improves your driving like having a police car following you.

## Nobody Was Hurt Wrestling

Fun is not necessarily all fun. The Du Pont Company has discovered that year in and year out nearly twice as many of its employees get hurt in sports as at work although it is not the football season, it has come up with its own Big Ten—the ten sports which throw the most employees for a loss of a day or more of work by injuries.

How to cut this Big Ten down is a problem which is engaging the company's safety engineers. Everyone agrees that the injury of an employee is just as serious whether he is hurt in the plant or out dancing, which in itself can be dangerous. Three employees have been seriously injured while dancing in the last three years. Nobody was hurt wrestling.

Counting up lost-time injuries among its 100,000 employees over the last three years, the company discovered 515 were hurt while participating in various sports. Only 265 were injured in all the time they

spent at work. Injuries from all causes off the job produced a whopping big figure—4925.

Baseball carried the top spot in this Big Ten, injuring 202 people. Basketball accounted for 58 and swimming for 43. Football threw 26 for a loss. Skating, hunting, fishing, bowling and boating were also in the league. The apparently harmless volley ball was last in the standings, injuring eleven. An assortment of other sports accounted for the other 83 accidents. Every one of these injuries kept the individual away from work for at least a day.

The ever-dangerous sport of hunting is well down the list, with 21. This gives rise to the thought that maybe the years of nationwide effort for safety in hunting have paid off.

The company is campaigning to cut down these and other off-the-job injuries. Despite the high Du Pont rate of accidents during leisure time, it is substantially lower than the national average, so safety engineers believe some of the effect of the company's on-plant safety program is carrying over into after-work activities. It is primarily a problem of getting all employees to work at safety away from work as they do on the job. The effort takes the form of publicity, safety meetings, movies and the like. Some plants work with local schools, some develop safety check lists for homes and encourage employees to inspect their own homes. They work with local safety councils and other organizations.

Du Pont's idea is that every person, from the president on down, is responsible for safety and that if each one will look out for himself and people around him, there need be no injuries.

## New Disney Film Now Available

Jiminy Cricket, one of Walt Disney's smallest, liveliest and most popular cartoon personalities, has assumed a new role as an engaging master of ceremonies and teacher in a new fire-safety film recently released by Walt Disney Productions. Its title: *I'm No Fool With Fire*.

This highly entertaining 16 mm sound cartoon in Technicolor, which won highest honors in the 1956 contest conducted by the National Committee on Films for Safety, has a humor and wholesomeness typical of Mr. Disney's productions.

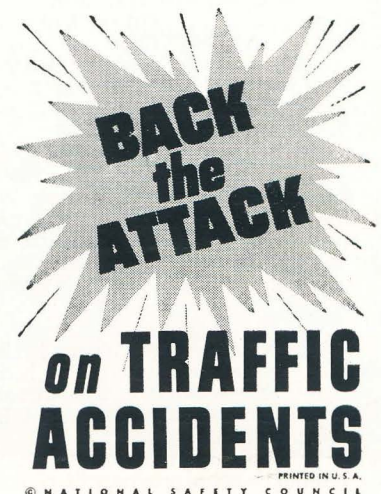
In *I'm No Fool With Fire*, Jiminy Cricket, long famed as Pinocchio's conscience, serves as an engaging teacher and singer. He tells in running commentary the history of fire. He explains how primitive man first saw its power, then came to control its use, with the result that man moved rapidly toward civilization.

He also goes on to explain the chemistry of fire, the everyday dangers of fire, and how to prevent fires in the home. Throughout the film, excellent use is made of animation, color, humor and music.

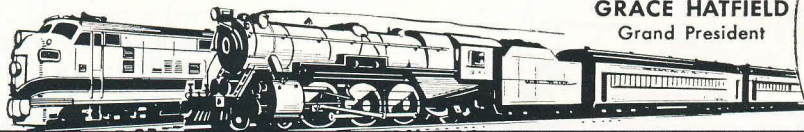
Mr. Disney produced the film for youngsters in the hope that it would help children to understand the dangers of fire and thereby save lives and property.

He points out that children most often are fire's victims—some 2000 die every year as a result of fire in the home and an untold number are horribly burned or maimed for life.

Copies of the film are available on free loan from the Bureau of Communication Research, Inc., 13 East 37th Street, New York 16, New York.



# LADIES' SOCIETY



**GRACE HATFIELD**  
Grand President



## Grand President's Message

By GRACE HATFIELD

I recently received a very stimulating letter from Sister Marie Mask, president of Lodge 583 of Houston, Texas, and I would like to pass its contents along to you, for I feel that it opens avenues of thought for all of our lodges.

Many letters have come across my desk in the last several years in which officers of our lodges have complained of the lack of interest and attendance in their meetings and have asked for suggestions from me in regard to reactivating their lodges.

I have made many suggestions and some have been put into practice with success to the lodges. But other lodges have failed to follow these suggestions and sometimes I have felt that their officers who have written me for aid have had a feeling that too much was being expected of them.

Since the secretary of the lodge takes care of the correspondence, we naturally receive more mail from the secretaries than we do from the presidents. However, the presidents of our lodges are the leaders and much of the success and prosperity of our lodges depend upon their leadership, and little action is taken unless they encourage it.

Sister Mask's letter was filled with enthusiasm as she related her plans and activities—all of which are proving that an active lodge is a successful and prosperous one. She stated that early in the year she appointed a membership committee and that committee had followed my suggestions and checked the list of eligibles against the firemen's seniority list, thus developing a splendid list of potential new members.

She further stated they were not only working to secure the membership of the younger women, but that they were contacting every member of their lodge to encourage attendance at the meetings, especially the ones who had not attended for some time. They realize that these members would not return to lodge unless a friendly spirit prevailed and there was an entertaining program.

Thus she planned and effectively held a candlelight installation ceremony, which was followed by a social hour. All present expressed their deep appreciation of the beautiful ceremony, stating that it was the loveliest they had ever seen, and how they enjoyed the fine fellowship afterward.

In February her lodge initiated six candidates, whose applications had been secured by the committee appointed earlier, with the initiatory drill team in their lovely costumes.

Later in February this lodge had a social meeting with a program of educa-

tion put on by the telephone company, followed by refreshments.

The March meeting brought out more candidates and a repeat ceremony by the beautiful initiatory drill team—all of which stimulates the interest of the members.

I think interesting plans such as these for each meeting attract a larger attendance.

This lodge is not overlooking the treasury and they have planned a "benefit" to raise money needed for their lodge activities. They also are planning an anniversary party to be held this month and many of their members plan to attend the Texas-New Mexico Union Meeting to be held at San Antonio June 21 and 22. They will continue their membership drive throughout the year with the hope of obtaining many new members.

During all of these activities they have not overlooked those who are sick and otherwise in distress and they are keeping in touch with them and have sent flowers and other evidences of thoughtfulness, as well as making calls and giving personal attention to them.

They are also pursuing their legislative work and are making regular contributions to the Railway Political League.

All such activities will keep the lodge membership interested and active, so the members will feel that they are a part

Contributions submitted for publication in the Ladies' Society pages should be addressed to the Editress, Mrs. Marguerite Roberts, 416 North Central Avenue, Alexander City, Alabama.

Communications for the Grand President should be addressed to Mrs. Grace Hatfield, 403 National Old Line Building, Capitol Avenue and Woodlane, Little Rock, Arkansas, and matter for the Grand Secretary and Treasurer, including all changes for Ladies' Society Directory, should be addressed to Mrs. Elizabeth J. Smith, 44 East Broad Street, Columbus 15, Ohio.

Reference to the awarding of prizes in connection with card games and other games of chance cannot be published. Post Office authorities strictly enforce the law which prohibits the passage of such matter through the mails.

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Contributors are requested to write on one side of the paper only. Type-written matter should be double space.

of a growing, worthwhile organization. Sister Mask feels her responsibility as a leader in keeping peace, harmony and good will growing among the membership of her lodge.

We will look forward to more and more new members being added to this evergrowing, prosperous and active Ladies' Society lodge.

There are many other active lodges throughout our organization. However, there are far too many just drifting along with the tide, so to speak.

As I write this article for the June Magazine I have just received a membership report of ten new members initiated into Lodge 37 at St. Thomas, Ontario. We are always proud of this banner lodge in Canada, as it is the only Canadian lodge listed in "The Big Ten," and it continues in its efforts to hold that high place on the list. They, too, are a busy lodge and recently reported a visit to Stratford, Ontario, taking the initiatory drill team for the initiation of a fine class of new members to be added to Lodge 1 at Stratford.

Other Canadian lodges have been outstanding during the past year, Penticton, British Columbia, with its small field for growth, added ten new members and Lodge 388 at Edmonton, Alberta, made a remarkable record by adding 22 new members. We are looking forward to further increases there since that is a large field for growth. Calgary, Alberta, also showed a splendid increase last year. Surely further gains and favorable reports will come from our Canadian lodges during this year as there are opportunities for many strong lodges in Canada.

## Lodge 167 Appreciates Pin

By BERNICE WHEELER,  
President,  
Jefferson City, Missouri

This is a special thank you, Grand President Hatfield, for the 50-year pin which Golden Rod Lodge 167 presented to Sister Lena Finnell March 21. Sister Finnell requested me to express her sincere thanks for it.

On March 21, 1907, at Sedalia, Missouri, Sister Finnell joined the Ladies' Society, transferring to our lodge three years later.

Golden Rod Lodge was invited by Pride of 78 Lodge 225, Sedalia, Missouri, to help celebrate their 50th anniversary in March. A very lovely dinner was also enjoyed. We thought this was an opportune moment to present the 50-year pin to Sister Finnell.



**SISTER LENA FINNEL** of Golden Rod Lodge 167, Jefferson City, Missouri, as she received her 50-year pin, at the 50th anniversary celebration of Pride of 78, Lodge 225, Sedalia, Missouri. Golden Rod Lodge was invited for this occasion and thought it an opportune moment to present Sister Finnel with her pin as she first joined the Ladies' Society in Lodge 225.

Sister Mildred Hunt, president of Lodge 225, called on Sister Finnel for a speech during the afternoon program. Sister Finnel, who had regained her usual composure, spoke briefly to the group. She served as past president of Lodge 167 and held various other offices for many years. At present she is a member of the board of trustees and has served as chaplain for the past several years.

Sister Finnel is over 75 years old and has reared a fine family singlehanded. Her husband, engineer D. E. Finnel, was killed August 26, 1910, in a wreck on the Missouri Pacific Railroad. She has three daughters, all married, seven grandchildren and two great-grandchildren.

The anniversary dinner of Lodge 225 was attended by fifteen members of Golden Rod Lodge and numerous guests from other lodges, including our instructor, Sister Rebecca Pierson.

Our sincere thanks again for the pin for Sister Finnel.

I will also take this opportunity to cordially invite all to attend the Missouri State Union Meeting to be held here

June 10-12, with headquarters at the Governor Hotel. Registration will begin Sunday afternoon, June 9.

## Lodge 145 Reporting

By **ROCHELLE HALL**,  
Correspondent,  
El Dorado, Arkansas

We are extending greetings and good wishes to our sisters in the L.S. Even though we have not reported for some time, we have had a very successful year.

Election time has come and gone. Friendliness and good will, combined with happy associations were present as we conducted election of new officers.

Sister Shirley Humble will serve as president for 1957, Sister Agnes Steed as vice president and Sister Jewel Blackmon as secretary, together with a fine group of officers. We have appreciated and enjoyed the leadership of Sisters Blackmon and Belle House as president and vice president last year.

To date we have initiated six new members: Sisters Hilda New, Ann Greer, Peggy Millican, Thelma Hunt, Mary Jo Gates and Rochelle Hall. Thus we feel we have accomplished much and are anticipating a good 1957.

## Anniversary Celebration Of Lodge 459

By **MILDRED C. WOLD**,  
Correspondent,  
Jacksonville, Florida

Gateway Lodge 459 celebrated its 33rd anniversary February 25 with a lovely dinner party. Lodge colors were carried out in table decorations and a beautiful birthday cake was served to the guests and members following the dinner. Fifty-five were present, including many husbands of members.

Our own Sister Aimee Shepard, Fourth Grand Vice President, presented our beloved Sister Mary Self with a 25-year membership pin and pinned on her a lovely corsage. This was in appreciation for her long and faithful service. Sister Mary, as known to all of us, served as our secretary for twenty years and has also served as vice president.

Also honored at the dinner was our

oldest member, Sister Myrtle Connolly, who celebrated her 75th birthday on March 2. All sang happy birthday and extended best wishes.

Sister Lee Mitchell, wife of Vice President William E. Mitchell, came down from Savannah, Georgia, to be with us for the anniversary celebration. Our president, Sister Leta Miller planned some very interesting games which were particularly enjoyed. Lovely favors were awarded the winners.

Sincere thanks are extended to those making this such a pleasant occasion.

## Southern Rose News

By **WILLIE VIE FAGAN**,  
Correspondent,  
Atlanta, Georgia

Southern Rose Lodge 212 is happy to report that the past year was very good, with improved attendance and seven new members initiated. We have prospects for several more and the outlook for 1957 is excellent.

On January 29 we held public installation, with many members and their families present. We were also pleased to have a large group of visitors, among them Sister Emily M. Denny, Grand President of GIA to the BLE. With her were several members from Divisions 21 and 195 of the GIA. BLF&E Lodges 247 and 841 were represented, as well as the Ladies' Auxiliary of the Brotherhood of Railroad Trainmen. We were especially glad to welcome four members from Lodge 469 at Atlanta, which has just been organized.

Beautiful flower arrangements decorated the hall. They were sent with the compliments of Division 21, GIA. Following installation we observed our 46th anniversary. The past presidents were honored by our president and presented gifts. Sister Freddie Kate Austin received her 40-year pin, while 25-year pins were presented to Sisters Iris Mills, Irene Chastain and Minerva West. Sister Lou Pratt gave a short history of our lodge, after which a social hour was enjoyed with delicious refreshments being served by the entertainment committee.

One of our yearly projects is to help the Cancer Home by sewing for them each month. Last year we averaged 100 pads per month. This is one of the most satisfying projects of our lodge as we have a spend-the-day together in someone's home



**MEMBERS AND THEIR FAMILIES** in attendance at public installation and 46th Anniversary of Southern Rose Lodge 212, Atlanta, Georgia.



GROUP OF MEMBERS AND VISITORS in attendance at meeting of Lodge 706, celebrating anniversary occasion and closed meeting for initiation of candidates.

while doing worthwhile work. At Thanksgiving and Christmas we remembered the patients with candy and other items which would add to their comfort and pleasure.

Recently our Southern Rose Cook Book was published containing recipes submitted by the members.

At present we are anticipating a number of our members attending the Southern Union Meeting at Richmond, Virginia, in June.

Our next important social event will be the annual fish fry on July 27.

Greetings are extended to all members of the LS as well as an invitation to visit us when in Atlanta.

## Mt. Powell Lodge 637 Active

By SOPHIE SCHMALHORST,  
Past President,  
Deer Lodge, Montana

While we have not reported recently, however, with such a good attendance at our March 18 meeting, we feel quite encouraged. Sister Ann Kelley, president, presided and was happy to greet so many sisters.

It has been a struggle to hold our group together at times but we feel that many lodges experience the same situation. However, with the true LS spirit we shall continue on in the interest of our great order.

Sister Gladys Jones, past president, was presented with her pin. Sister Jones responded to the presentation with sincere thanks, stating she would be both proud and happy to wear it. We were happy to have Sister Jones back, as she and her husband, Brother Jasper Jones, member of BLF&E Lodge 786, have just returned from a trip to California and other southwestern states. This trip was planned following his retirement last October.

A gift was presented to Sister Sophie Evans at this meeting. A delicious luncheon consisting of crab salad and hot rolls was then served by Sisters Ilda Schreiber and Clara Denty.

This was a lovely meeting. Sisters, do come again, our lodge needs you!

Cultivate not only the cornfields of your mind, but the pleasuregrounds also.

## "Listen, Ladies"

*Says your Grand President:*

Lodge 227, Meadville, Pennsylvania, chartered June 12, 1907, will celebrate its golden anniversary this month. Congratulations to this fine lodge upon the completion of fifty years of activity!

\* \* \*

Listed below are state and group meetings scheduled to date.

May 31, June 1—Eastern Canada Union Meeting, Sarnia, Ontario.

June 5—British Columbia Provincial Meeting, Vancouver.

June 8—Montana State Union Meeting, Whitefish.

June 10-12—Missouri State Union Meeting, Jefferson City.

June 13-15—Southern Union Meeting, Richmond, Virginia.

June 19-20—Wyoming State Union Meeting, Evanston.

June 21-22—Texas-New Mexico Union Meeting, San Antonio, Texas.

June 25-26—Pacific Northwest Union Meeting, Eugene, Oregon.

September 7—California State Meeting, Stockton.

September 27—New Mexico State Union Meeting, Gallup.

October 4-5—Indiana State Union Meeting, Lafayette.

October 5—New York-New Jersey States Meeting, Buffalo, New York.

October 17—Iowa State Union Meeting, Council Bluffs.

## Greetings from Lodge 455

By ELLEN MAE HOCKENJOS,  
Correspondent,  
Knoxville, Tennessee

In January our president, Sister Ida Barker, invited the officers of our lodge to her home for a covered-dish luncheon. Plans for the year's activities which were formulated at this time include a luncheon and short program to be held quarterly.

In March we enjoyed a "Tacky Party" and square dance, which proved lots of fun.

We have on an attendance contest, with Sisters Alice Dowell and Cally Cox as

opposing team leaders. The losers are to entertain the winners.

It will soon be time for our annual picnic, which is held jointly with the local BLF&E lodge.

In November we will hold a banquet as an anniversary occasion and will close the year with the usual holiday activities which are always anticipated and enjoyed.

With Sister Ellen West as our social chairman we are anticipating many interesting activities.

At present we are looking forward to the Southern Union Meeting, June 13-15, at Richmond, Virginia, and we hope to see many friends there.

Any sisters visiting in our part of the state will be welcome to attend our lodge meetings.

## Anniversary Celebration

By MAUDE BAUM,  
Correspondent,  
Birmingham, Alabama

Southwind Lodge 706 began the year with a wonderful report, for under the



CANDIDATES for Lodge 706, Birmingham. Left to right are Ola Mae Hall, Sister Maude Baum, conductor; Cora Gunnels, and Sister Mary Sue Otts, president.

competent and enthusiastic leadership of our president, Sister Mary Sue Otts, we have received four applications for membership in the first three months of this



LADIES' SOCIETY OFFICERS attending anniversary party and initiation held by Lodge 706, Birmingham. Left to right are Sisters Kathleen Davis, president, LS Lodge 107; Mary Sue Otts, president, 706; Marguerite Roberts, editress, and Minnie Ward, instructor.

year; Sisters Ola Mae Hall and Cora Gunnells were initiated at our anniversary party, March 6, while Sisters Evelyn Brown and Helen Anderson are to be initiated at our next meeting.

It was a privilege to welcome guests from other lodges in the Birmingham area for this occasion, Sister Marguerite Roberts, Editress, who organized our lodge eleven years ago, and Sister Minnie Ward, our own instructor, together with Sister Kathleen Davis, president of Pride of Alabama Lodge 107.

The entertainment committee, Sisters Virginia Lloyd, Annie Morgan, Ivory McCutcheon and Violet Barnett, had prepared delightful refreshments arranged on a lace-covered table, centered with a bowl of spring flowers and punch bowl surrounded with dainties.

We feel that through the conscientious efforts of our president, officers and members, we are going to build one of the outstanding lodges of the Ladies' Society.

## Marquette Lodge 592

By MARY KELLEY,  
Correspondent,  
Savanna, Illinois

January 4 found our 1957 officers regularly installed, with Sisters Vertie Vogt and Elsie Ritchie as installing officers. Sisters Jane Brown will serve as president, Alice Westphal as vice president and Blanche Gunn, secretary, with a very capable group of other officers. We are anticipating a very fine year again.

Sister Sharon Vacek was honored at a surprise prenuptial shower in the home of Sister Mary Kelley, with Sister Ann Rielly, assisting hostess. Fifteen members of the LS were guests. Honor games went to Sister Pearl Maynard and Sister Sharon Vacek. Sister Vacek is the youngest member of our lodge, and is the daughter of Brother and Sister L. Vacek. She will become the bride of Allen Beyer, Elizabeth, Illinois, January 20.

Many good wishes are extended to our youngest member.

Don't let us think that we need to be stars in order to shine. It was by the ministry of a candle that the woman recovered her lost piece of silver.—J. H. Jowett.

## Poinsettia Lodge

By ELSIE OSBORNE,  
Correspondent,  
Los Angeles, California

January was the birthday anniversary of our lodge. After our regular monthly meeting a social hour was enjoyed with members of the BLF&E as our guests for the celebration. Coffee and a birthday cake bearing sixteen candles, beautifully decorated in our traditional colors, were enjoyed. We are indeed proud to celebrate anniversaries of our lodge and feel sure it will continue to grow in membership and service.

The month of February was chosen for another celebration, this time to honor our past presidents. As usual a committee was appointed to complete arrangements. Here in California we have many fine restaurants capable of handling large dinner parties and this year the Dinnerhorn



POINSETTIA LODGE 652 HONORING PAST PRESIDENTS. Left to right are Sisters Mildred Pace, Myrtle Shoemaker, Violet Bliss and Greta Krumpus.

in Covina was chosen by the committee.

A delicious dinner and a lovely evening were enjoyed. We regret that some of the members could not attend. In the accompanying picture the honorees are wearing corsages of our traditional lodge flower. They are: Sisters Mildred Pace, Myrtle Shoemaker, Violet Bliss and Greta Krumpus.

Thanks are extended to the committee for arranging such a very pleasant evening. We are anticipating another next year and we hope that more of our members will be able to attend.

Whenever you are in our city we are always so glad to extend you a cordial welcome.

## Mid-Hudson Lodge 154

By ELIZABETH F. HASLAM,  
Secretary,  
Poughkeepsie, New York

When day is done and shadows fall, it is time for meditation, so we pause briefly in the course of our reflections to send greetings and best wishes to Grand Lodge officers and sister lodges everywhere.

An outstanding event for Lodge 154 took place recently as we were organized March 30, 1927, and celebrated our 30th anniversary.

It definitely would be an item of sweet remembrance if the entire number of charter members were still with us, but now we only have seven left, losing four by death and several more who do not attend because of long, serious illness. It is a heartache to lose them, and the only way we can console ourselves is by knowing that there is comfort in the thought that a loving God knows best.

At our last inspection we received a grade of 96 per cent, which was most gratifying. However, due to conditions beyond our control we cannot increase our membership, as we would like, so we continue to the best of our ability. We have been honored by being able to participate in every New York-New Jersey States Meeting when held in New York. It was an act of inspiration and encouragement to have had Grand President Grace Hatfield and Grand Secretary and Treasurer Elizabeth Smith, together with Sister Catherine Fox, member of the Board of Grand Trustees, at the meeting in Albany last year. It was nice to be assured that both Sisters Hatfield and Smith can be with us again at this year's meeting at Buffalo. We are hope-

ful to have other Grand Lodge officers present at this happy event. We are positively sure Sister Fox will attend for she is "our own."

Best of wishes are extended to all sisters everywhere and it will be a pleasure to meet you in the not too distant future.

## Frank P. Sargent Lodge 319

By AUGUSTA HUNTER,  
Correspondent,  
Denver, Colorado

To each member of the LS we extend fraternal greetings.

Our installation was interesting with Sisters Julia Jones, installing officer, and Mary J. Vanderbeck, marshal, starting us out on our 1957 program. A delicious luncheon was enjoyed. A "hankie" shower and other gifts were presented to our outgoing officers, Sisters Mary Hamilton, president; Mary Carroll, collector; Hazel McCoub, treasurer; Margurite Phalen, musician, and Mary Watson in appreciation for their fine cooperation.

Our president for 1957, Sister Grace Burdine, is a twenty-five-year member. She also enjoys the honor of being a great grandmother. Her daughter, Sister Doro-



SISTER SARAH BARTHOLOMEW, LS Lodge 319, who recently celebrated her 90th birthday at the family home.



**DRILL TEAM, SUNNY ALBERTA LODGE 205**, who participated at the fifteenth Western Canada Union Meeting. Front row, left to right: Sisters Beatrice Norbury, Dora Goodman, Betty Blacklaws, Anna Smylie, president; Vonda Mayhew, captain; Betty Anderson, Vivian Kenner, Norma Chollak and Phyllis Howe. Back row, left to right: Sisters May McKenzie, Tina Byers, Alice Sturla, Dot Minhinnett, Peggy Thompson, Joyce Coates, Vera Hewson, Irene Brassard and Minnie Robertson.

thy Pelham, is serving as our new secretary and one of her granddaughters is also a member of our lodge. It is a privilege to have two other great-grandmothers, Sisters Lillie Terrill, a charter member, and Hazel McCoub, who each have daughters belonging to our lodge.

In February we celebrated our 45th anniversary. We were also very proud to honor Sister Sarah Bartholomew, a charter member, who celebrated her 90th birthday with a beautiful party at the family home. She has been a member of the Ladies' Society for fifty years, transferring to our lodge 45 years ago. Originally from London, England, Sister Bartholomew now resides in Casper, Wyoming, where she settled many years ago. Our very best wishes are extended to this fine lady for many more years of health and happiness.

We have several members with 40-year pins, Sisters Grace Lantz, Augusta Hunter and Edith Vanbuskirk, and Sister Bessie Noack now has her 25-year pin.

Throughout the years we have enjoyed much success. Every effort has taught us something and we look to our tomorrows with visions of hope. We have found nothing multiplies as much as kindness, for it makes a road of happiness.

We love to speak of the beauty of our state, and enjoy having visitors meet with us.

## Lodge 483 Active

By **RUBY MARTIN**,  
Correspondent,  
Kansas City, Missouri

Livingston Sisters Lodge 483, Kansas City, Missouri, extends greetings to all Grand Lodge officers and sister lodges.

Another year has passed, and it was a very happy one for us. Activities under the guidance of a fine group of officers, headed by Sister Helen Kelso as president, included the celebration of our anniversary with a luncheon. We also enjoyed birthday luncheons each quarter

and conducted an attendance contest for the year. Secret pals, which served as a means of creating a continuing interest in lodge affairs, were revealed at a luncheon sponsored by Sister Kelso.

Our current president, Sister Bernice Antrim, entertained the past presidents in her home with a lovely reception and open house.

Visitors are always welcome at our lodge meetings.

Some families can trace their ancestry back 300 years, but can't tell you where their children were last night.

## Sunny Alberta Lodge 205

By **VERA A. HEWSON**,  
Correspondent,  
Calgary, Alberta

A little late but nevertheless greetings to all from Sunny Alberta. We are very proud of our drill team which captured the cup at the fifteenth Western Canada Union Meeting at Medicine Hat last May. Sister Mildred Ashfield, Third Grand Vice President, presented the cup to our captain, Sister Vonda Mayhew.

During this meeting Mayor Harry Viner of that city entertained the presidents and past presidents of all the lodges attending at a country club luncheon. This proved a very interesting occasion.

At the following meeting of our lodge the team exemplified the official drill for the brothers of Lodge 635, after which a social get-together was held.

In October we celebrated our 50th anniversary with a potluck supper, to which all brothers, their wives, sisters and husbands were invited. Cards provided the social feature of the evening.

Sister Violet Turner, instructor, visited our lodge in November to direct a membership drive. As a result we welcomed as members Sisters Kay Mullan, Vera Harding, Ella Hartell, Viola Holtzman, Lily Owre, Lois Allen and Helen Blanch-

ard. Also welcomed was Sister Pauline Zasadny, who transferred to our local from Sunalta Lodge 679. While here Sister Turner attended a combined afternoon tea-grocery shower at the home of our president, Sister Anna Smylie, honoring one of our shut-in members. Cor-sages were presented.

Our annual bazaar which was in November was highly successful. Our president donated a beautifully dressed bride doll with a complete trousseau. It was presented to Sister Beatrice Norbury.

Election in December saw us with many changes in officers. We wish them every success. At this time I want to thank the various officers for the assistance rendered during my term of office and I wish our new correspondent, Sister Mary Pasternak, every success.

We regret the passing of our beloved member, Sister Eva Barrett. We will always remember this loyal and active member.

Blessed is the leader who marches with the group, interprets correctly the signs of the pathway that leads to success.

## Four Point Lodge 217

By **THELMA K. ROESER**,  
Correspondent,  
Chicago, Illinois

Greetings are extended to all Grand Lodge officers and members of our Ladies' Society. We are happy to report a very active and enjoyable year under the diligent stewardship of Sister Mary Plant, president.

Sister Mildred Richter, chairman of activities for the first quarter of the year, had many interesting projects which her committee executed in a most admirable manner. The spirit of teamwork and co-operation is so essential if we live up to our motto.

A most enjoyable event of the second quarter was a luncheon and housewarm-

ing party in the lovely new home of Sister Hazel Spoonhour, Mokena, Illinois. Sister Spoonhour was treasurer of Four Point Lodge for several years.

Highlighting our third quarter was a delicious potluck and anniversary dinner planned by Sister Marie Neale. Our BLF&E brothers were invited guests, and the following were present to participate in a very pleasant social evening; Brothers Norman Kline, Minor Neale, Miles Roeser, John Cooney, William Burk, Phillip Walsh and James Beaver.

Our hearts were saddened in August by the passing of our oldest member, Sister Augusta Hacker. The beautiful, as well as impressive, funeral service was accorded Sister Hacker by 22 sisters at Hackney Funeral Home, Blue Island, Illinois. Ten sisters were honorary pallbearers at the church service.

On September 6 the following members attended the state union meeting held at Decatur: Sisters Mary Plant, Theresa Kline, Carrie Hall, Thelma Sweetin, Jo Keefe, Elizabeth Cooney, Eleanor Lange, Ella Dunklan, Lillie Morris, Ardis Thorson, Edith Sellers, Myrtle Mockros, Marie Neale, Chonoy Beaver, Mildred Richter, Catherine Burk, Martha Duble and Thelma Roeser. We appreciated the invitation to assist with the ritualistic work for this meeting. The brothers and

sisters of Decatur lodges certainly made us feel the true meaning of congeniality.

Sister Ella Dunklan, chairman for the 4th quarter and her fine committee had a delightful Christmas party planned for all members at the Franklin House. A skit, entitled "Uncle Santa Claus" was thoroughly enjoyed, along with a Christmas dinner, tree and old Santa with his pack.

Sister Theresa Kline has been appointed field worker by LS Grand Lodge and three new members were taken into Four Point Lodge.

Thus ended the year 1956 with some sad and some delightful memories. To all our brothers and sisters, a very happy and successful 1957.

## Yoma Lodge 426 Reporting

By NAOMI HENTON,  
Correspondent,  
Youngstown, Ohio

Although not reporting in some time, we are, however, quite busy. In February we had a covered dish dinner, at which time our secret sisters for 1956 were revealed. There were 35 present for this

occasion with Sister Mary Peake, chairman of our grand executive board, as guest. The regular meeting followed with initiation of two candidates. Welcome, sisters!

March 23 we celebrated our 35th anniversary with a dinner at the Colony House. Four charter members attended; Sister Mary Walker, our first president; Harriet Campbell, our second president, and her husband, Brother James Campbell, retired, who assisted with the organizing of our lodge, and Sisters Ada Foster and Sara Defendeifer. Sister Peake gave a short talk on the congeniality and coordination manifested by our sisters and the pleasing times we always have together. Brother Campbell and each of our charter members reminisced about the beginning of our lodge, telling of the trials and tribulations in getting a new lodge going. Brother Russell Blank, husband of our president, made some very nice remarks on how well our sisters work together.

Mr. Lindy Vickers entertained us with some very interesting color slides of Mill Creek Park, which is one of the beauty spots of Ohio. This park has fifteen miles of foot trails and 22 miles of good roads winding through 2220 acres of beautiful woodlands, where there are many beautiful picnic spots.

On May 21 we held our Mother and Daughter Banquet which is always well attended. On June 13 we will have our past presidents' luncheon and, God willing, we will have nine past presidents attending.

We are now anticipating the Ohio State Union Meeting to be held in Cleveland May 25 and are making plans to attend.

We regret reporting the passing of three sisters within four months, Sisters Orva Hutnik, Ella Bickel and Caroline Purtle. In memory of our departed sisters:

One by one they go before us  
They are fading like the dew;  
But we know they are watching o'er us,  
They, the good, the fair, the true.  
They are waiting for us only  
Where no pain can ever mar;  
Dear ones who left us lonely  
Watch us through the gates ajar.

## Winifred Lodge 223

By BLANCHE ADAMS,  
Correspondent,  
Ottumwa, Iowa

Our installation was held last January, with all officers being re-elected to their respective stations. Our lodge celebrated its golden anniversary that month, having been organized by Sister May Ware, assisted by Sister Alice Wallace of Sisters of 41 Lodge 203, of Ottumwa. Sister Wallace was ill in the hospital and was unable to attend this occasion which was held on January 24, but was remembered with a lovely bouquet of flowers.

Sister Grace Hatfield, Grand President, was unable to attend our meeting. However, Sister Vevia Briggs, Fifth Grand Vice President, attended as her representative.

Our lodge was organized with twelve charter members, all of whom have passed on. Our oldest living member is Sister Effie Galpin, who joined June 10, 1909. We now have 65 members, three being initiated in February, and we obtained one by transfer.

The BLF&E and LS lodges were in-

## Assessments

Quarter Ending June 30, 1957

GRAND LODGE, LADIES' SOCIETY OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN  
AND ENGINEMEN

Office of Grand Secretary and Treasurer

Columbus, Ohio, May 1, 1957.

To All Treasurers of Subordinate Lodges:

Sisters: Assessment No. 218, for the quarter ending June 30, 1957, is hereby levied upon all members holding membership in the Insurance Department of the Society before May 1, 1957. You will forward to this office so as to reach here on or before the tenth day of June, 1957, the sum of sixty (60) cents for each member carrying a \$200 policy; one dollar and twenty (\$1.20) cents for each member carrying a \$400 policy; one dollar and fifty (\$1.50) cents for each member carrying a \$500 policy; and three (\$3.00) dollars for each member carrying \$1000 insurance, using the two printed blanks which accompany this notice.

### DELEGATE FUND NOTICE

You are hereby notified that the amount of twenty-five (25) cents for each member of your lodge will be due in the office of the Grand Secretary and Treasurer on or before June 10, 1957. This amount will be due and payable by all members whose names appear upon the rolls of membership before May 1, 1957. The Treasurer is required to forward the same to reach the office of the Grand Secretary and Treasurer not later than June 10, 1957.

### GRAND DUES NOTICE

You are hereby notified that the amount of twenty-five (25) cents for each member of your lodge will be due in the office of the Grand Secretary and Treasurer on or before June 10, 1957. This amount will be due and payable by all members whose names appear upon the rolls of membership before May 1, 1957. The Treasurer is required to forward the same to reach the office of the Grand Secretary and Treasurer not later than June 10, 1957.

### FUNERAL BENEFIT

Each member having membership in the Funeral Benefit will pay to their Collector one dollar and fifty (\$1.50) cents each quarter, and the amount will be forwarded to the Grand Secretary and Treasurer with assessments for each quarter.

All remittances to be made by draft, certified check, post office or express money order.

Members initiated on or after May 1, 1957, will not be liable for assessment No. 218.

Attention: Pocket Seals can now be purchased for \$10.50.

Past Presidents' pins can be purchased at \$5.75, tax included. American flag, \$12.50.

APPROVED:

GRACE HATFIELD,  
Grand President.

ELIZABETH J. SMITH,  
Grand Secretary and Treasurer.

vited from Eldon, Oskaloosa, Council Bluffs and Ottumwa to assist in the celebration, but due to bad weather the attendance was down considerably.

The entertainment committee, with Sister Blanche Adams as chairman, presented a variety program. There was representation from pre-school, high school, Ottumwa Heights College, high-lighted by the Home Builders Class of East End Presbyterian Church. The Dixieland band was enjoyed very much. An interesting talk by sister Briggs concluded the program. Later refreshments were served in the dining room. A golden center piece of beautiful flowers was presented by Lodge 203. Other floral gifts were received from the BLF&E lodges and the local sister lodges decorated the room.

Winifred Lodge, assisted by the members of Lodge 203, entertained the first Iowa State Union Meeting in 1919. Twenty of our members who live away from Ottumwa are missed very much. It is our hope that the balance of 1957 will continue to be as successful as the beginning.

Expressions of appreciation are extended to each one who helped to make our golden anniversary a memorable occasion.

## Lodge 355 Has Anniversary

By LAURA HOSKINS,  
Correspondent,  
Columbus, Ohio

It was a most pleasing occasion observing our 41st anniversary on March 12 with a lovely luncheon at the Virginia Hotel. An interesting feature was the presentation of membership pins to Sisters Winifred Hooper, forty-year member, Anna Hickman, Elizabeth Bigham and Eileen Beatty, 25-year members.

We also express appreciation to our fine committee for making this anniversary occasion such a wonderful party.

As we gather for these outstanding events we find them most enjoyable, with keen fellowship and happy thoughts to remember.

We are now meeting in our new location, 697 S. High Street. Any sisters who may be in our city will be most cordially welcomed at our meetings.

## Lodge 388 Busy

By ESPETH M. LOADER,  
Correspondent,  
Edmonton, Alberta

It is a privilege to extend best wishes to our sisters of the Ladies' Society. Our activities during the past year have been most enjoyable. In June we held a most successful strawberry tea at the Hudson Bay Company Auditorium.

During the visit of International President H. E. Gilbert in August we were honored to have Sisters McLean, Scott and Wanamaker, who accompanied their husbands, Brothers J. G. McLean, Vice President-Canadian Legislative Representative; Ray Scott, General Secretary and Treasurer, and General Chairman T. M. Wanamaker, Canadian National Railways (Western Region), when they toured Canadian BLF&E lodges.

Our visiting sisters were entertained by Sister Delilah Gonnet, president, and

Sister Lillian Lamont, vice president, with a luncheon at the home of Sister Gonnet. Later they were extended a motor tour of the city and surroundings by the hostess and co-hostess. The banquet and dance were held in the Corona Hotel in the evening, sponsored by the BLF&E and the Ladies' Society.

Our annual picnic was held in August at Elk Island Park for our members and their families. These outings are most enjoyable.

Instructor Violet Turner was present in November. Her visits are so pleasant. We extend sincere thanks to her for the assistance given in our membership drive last year, during which we achieved a grand total of 26 new members. Sister Turner was honored at a smorgasbord dinner in the banquet room of the Royal George Hotel, followed by our regular meeting in IOOF Hall.

In November we visited Lodge 617 at Jasper and assisted in initiating several new members. Our visit was most pleasant and we appreciated the warm welcome. The year closed with the usual holiday party for members and their families, treats for the children, concluding the evening with a potluck supper.

Following our 1957 installation Sister Vaal John was presented with a leaf-shaped silver pin in appreciation for her fine work as collector for the past nine years.

A new initiatory drill team was selected and has made favorable progress under the direction of Sister Germaine Martin.

Following our regular meeting on March 12 whist was enjoyed by members, families and friends. An attractive lunch was served.

At this writing we are anticipating a visit to Lethbridge for the Western Canada Union Meeting in May.

## Acknowledgments

Brother R. W. Drake, member of Lodge 488, Muskogee, Oklahoma, acknowledges with thanks the prompt payment of the insurance of his beloved wife, Sister Elizabeth Drake, member of Lodge 441, who passed away March 4.

\* \* \*

Mary Ellen Schumann and her brother express appreciation for the kindness extended to them by members of Lodge 142, Buffalo, New York, in which their mother, Sister Mary Corcoran, held membership at the time of her death, February 16.

## The Big Ten

The membership of the ten largest lodges in the Ladies' Society as reported on April 15, 1957, was as follows:

1. Lodge 91, Mountain City, Altoona, Pennsylvania ..... 418
2. Lodge 133, New Franklin, El Paso, Texas ..... 274
3. Lodge 37, Charity's Helpmate, St. Thomas, Ontario ..... 243
4. Lodge 10, Helpmate, Elkhart, Indiana ..... 229
5. Lodge 11, Wayne's Better Half, Detroit, Michigan ..... 216
6. Lodge 56, Flower of Cactus, Tucson, Arizona ..... 215
7. Lodge 455, Pride of 444, Knoxville, Tennessee ..... 214
8. (a) Lodge 365, DeSoto, Memphis, Tennessee ..... 205  
(b) Lodge 128, Pride of 28, North Platte, Nebraska ..... 205
9. Lodge 60, Pride, Harrisburg, Pennsylvania .... 201
10. Lodge 142, Empire, Buffalo, New York ..... 197

## Death Report

Name	Lodge	Date	Amt. Ins.
Alger, Letitia	83	2-19-57	\$200
Bennett, Frances M.	640	3- 5-57	200
Brown, Lauretta	403	3- 8-57	200
Cheuvront, Helen	662	3- 2-57	500
Coe, Anna	456	2-20-57	200*
Coltabaugh, Dema	91	3-19-57	1,000
Craver, Alma R.	21	3- 2-57	500
Cunningham, Edna	317	2-25-57	500
Cure, Mary	161	3-13-57	200
Daniel, Geneva E.	232	1-20-57	500
Dunshee, Mildred	83	3-11-57	200
Elsing, Sara J.	441	3- 6-57	1,000
Gentry, Idola	208	3- 1-57	200
Gibson, Lela	587	3-16-57	200
Gillespie, Cora C.	133	3- 6-57	200
Gillis, Hattie	15	10-15-57	200
Liebherr, Mary A.	239	1-28-57	400
Litter, Della	258	6-11-56	400
Meiers, Mary	141	3-14-57	500
Mengel, Ethel	396	1- 7-57	500
Peters, Winifred	178	3-20-57	500
Phillips, Myrtle	407	3- 7-57	500
Rooks, Ethel B.	363	2-25-57	400
Rumley, Esther	245	12-24-56	200
Sheehan, Margaret	20	3- 5-57	200
Smith, Carrie B.	45	3- 1-57	1,000
Snell, Edith M.	81	3-21-57	200
Spaulding, Mary L.	133	1-28-57	200
Strunk, Ruth E.	645	3-16-57	500
Syme, Mary	564	3-20-57	500
Thorpe, May E.	136	3-19-57	200
Toms, Loretta B.	141	3-11-57	500
Tressler, Nora	23	3- 2-57	400

\* Funeral benefit.

# Grand Lodge Statements and Notices

## Beneficiary Claims Paid in April, 1957

### TYPE

0. Death 2. Eye 4. FB 6. Mutual 8. Comp. Sett.  
1. Amp. 3. Endow. 5. \$225. Ret. 7. Ext. Ins.  
rr in "Violent" column signifies railroad accident.

Name	Lodge	Date of Liability	Type	Amount Paid	Double Indemnity Paid	Natural	Violent
		Mo. Yr.					
Barnes, Lewis M.	600	3 57	0	\$1,125.00		1	
Baugh, Hubert W. G.	172	2 57	0	1,000.00		1	
Bear, John W. E.	115	4 57	0	2,000.00		1	
Breiner, George J.	564	3 57	0	1,161.00		1	
Buskirk, Ernest F.	63	3 57	0	1,000.00		1	
Byron, Frank M.	229	4 57	0	1,500.00		1	
Calhoun, Howard	147	3 57	0	1,000.00		1	
Carter, William F.	828	4 57	0	1,500.00		1	
Chapman, Lee	97	4 57	0	437.00		1	
Coltabaugh, Walter	287	4 57	0	955.50		1	
Colveck, John	3	4 55	0	930.00		1	
Cummings, Wm. E.	229	3 57	0	1,500.00		1	
Dore, Eugene P.	619	3 57	0	1,000.00		1	
Dougherty, Raymond	231	4 57	0	1,018.50		1	
Duckett, Robert L. G.	960	3 57	0	735.00	\$735.00	1	1
Evans, Walter L.	146	3 57	0	1,290.00		1	
Ewart, Thomas E.	182	3 57	0	1,500.00		1	
Fuhr, George A.	815	4 57	0	1,500.00		1	
Gallagher, Dennis W.	75	2 57	0	648.00		1	
Griffith, Earl G.	571	4 57	0	1,500.00		1	
Griner, George R.	37	3 57	0	1,000.00		1	
Hall, George W.	146	3 57	0	1,000.00		1	
Hicks, Edwin D.	165	4 57	0	1,500.00		1	
Jaworski, Lony M.	123	3 57	0	1,380.00		1	
Jones, Wayne	529	3 57	0	1,000.00		1	
Krebs, Frank J.	251	3 57	0	1,500.00		1	
Larson, Peter	124	4 57	0	2,506.50		1	
Lee, Robert E.	446	3 57	0	1,500.00		1	
Lehr, Chas. D.	220	4 57	0	1,500.00		1	
Leibforth, John F.	707	4 57	0	1,000.00		1	
McDaniel, Jas. C.	551	3 57	0	2,000.00		1	
McDowell, Walter	400	4 57	0	1,000.00		1	
McGehee, Chas. W.	135	4 57	0	3,500.00		1	
Markva, Gerald	19	4 57	0	1,000.00		1	
Melton, William K.	667	3 57	0	1,500.00		1	
Miller, Clarence E.	214	3 57	0	577.50		1	
Millne, John C.	488	3 57	0	663.00		1	
Minor, Chas. F.	414	3 57	0	1,500.00		1	
Mohr, Edwin H., Jr.	815	3 57	0	1,500.00		1	
Morris, Verona H.	764	3 57	0	1,000.00		1	
Moyer, George B.	646	3 57	0	2,000.00		1	
Nelson, John O.	82	4 57	0	2,000.00		1	
Phillips, William	13	3 57	0	978.00		1	
Rebman, Adam	601	3 57	0	1,137.00		1	
Seaton, Howard M.	676	4 57	0	1,000.00		1	
Sirko, George A.	743	4 57	0	1,000.00		1	
Speck, William F.	48	3 57	0	1,320.00		1	
Stulken, Ellis A.	168	4 57	0	1,000.00		1	
Tinlin, Samuel L.	821	4 57	0	500.00		1	
Ward, Pearl L.	295	3 57	0	2,500.00		1	
Watts, William H.	370	4 57	0	500.00		1	
Weeks, Richard P.	285	7 56	0	684.00		1	
Werther, Harry	214	3 57	0	1,500.00		1	
Witherspoon, Arley	154	4 57	0	500.00		1	
Zero, Joseph T.	214	4 57	1	1,500.00		1	
Ayres, Asa S.	141	4 57	2	2,929.50		1	
Nelson, Peter F.	433	4 57	2	1,500.00		1	
Alley, Harmon E.	374	4 57	3	1,704.50		1	
Alward, Benjamin L.	183	4 57	3	1,000.00		1	
Alward, William J.	559	1 57	3	1,390.00		1	
Anderson, Claud P.	488	4 57	3	2,000.00		1	
Armstrong, Dwight	851	4 57	3	1,500.00		1	
Bell, Joe L.	172	4 57	3	2,484.00		1	
Bertrand, Joseph A.	177	4 57	3	1,674.00		1	
Binn, Edwin E.	168	11 56	3	1,442.00		1	
Black, Emmett G.	142	4 57	3	3,000.00		1	
Bohon, Tom	78	4 57	3	4,500.00		1	
Brannan, Dan	917	4 57	3	1,497.00		1	
Bray, Stanley H.	143	4 57	3	1,500.00		1	
Brovold, Henry E.	128	4 57	3	1,372.50		1	
Brown, Gail H.	376	4 57	3	1,500.00		1	
Carlson, Albert	203	4 57	3	1,921.50		1	
Cavan, Thomas H.	250	4 57	3	854.00		1	
Cherney, Frank C.	237	3 57	3	1,000.00		1	
Christopher, Paul O.	955	4 57	3	1,281.00		1	
Clark, Bennie H.	897	4 57	3	1,000.00		1	
Cowart, Dan W.	799	4 57	3	2,196.00		1	
Craft, Oswald C.	274	4 57	3	1,914.00		1	
Crow, Andrew J.	492	4 57	3	1,500.00		1	
Currie, Walter A.	171	3 57	3	817.50		1	
Daniels, Peter J.	315	4 57	3	1,500.00		1	
Deichert, Fred K. L.	445	4 57	3	1,000.00		1	
Denton, Ollie A.	497	4 57	3	500.00		1	
Dow, James M.	468	4 57	3	2,500.00		1	
Dressler, Ginder	436	4 57	3	638.00		1	
Dulen, Ralph V.	188	3 57	3	1,078.00		1	
Dunker, William	525	4 57	3	3,000.00		1	
Ellis, Louis J.	99	4 57	3	3,000.00		1	
Ferguson, Condie H.	444	4 57	3	1,500.00		1	
Finch, Chester	437	3 57	3	2,000.00		1	
Frampton, Frank C.	692	4 57	3	1,000.00		1	
Giddens, Peter V.	383	4 57	3	2,272.00		1	
Goldbach, Edward J.	384	4 57	3	927.00		1	
Goswick, Samuel J.	596	4 57	3	3,000.00		1	
Gross, Frank	946	4 57	3	1,000.00		1	
Grube, Alfred W.	211	4 57	3	1,596.00		1	
Gunn, Floyd S.	852	4 57	3	1,317.50		1	
Hamilton, Joseph	540	4 57	3	2,000.00		1	
Hassendeufel, A. A.	662	4 57	3	2,560.50		1	
Havey, John A.	130	4 57	3	1,707.00		1	

## Beneficiary Claims Paid in April, 1957—Cont.

Name	Lodge	Date of Liability	Type	Amount Paid	Double Indemnity Paid	Natural	Violent
		Mo. Yr.					
Hendrickson, Henry	567	4 57	3	\$2,500.00			
Hess, Frank M.	838	4 57	3	1,000.00			
Hoffman, Cress	653	4 57	3	309.00			
Hogan, John	668	12 56	3	745.50			
Hyde, George B.	310	4 57	3	877.50			
Jones, Ernest	696	4 57	3	808.50			
Kortzbaue, Geo. J.	101	4 57	3	1,000.00			
Lallier, Octave	335	4 57	3	2,000.00			
Leavitt, Frank C.	469	4 57	3	1,500.00			
Leto, Sam	141	4 57	3	413.00			
Lindgren, Frank L.	814	4 57	3	1,635.00			
McDermott, Barth	469	4 57	3	2,112.00			
Macut, Cvijo	646	4 57	3	1,000.00			
Mahoney, Simon F.	453	4 57	3	436.00			
Malandrucco, Vince	208	4 57	3	1,000.00			
Martz, Guy	41	2 57	3	306.00			
Matthies, Henry C.	614	4 57	3	1,435.00			
Meeks, George T.	321	4 57	3	2,000.00			
Meidell, Donald F.	693	4 57	3	1,500.00			
Meisel, Earl F.	266	4 57	3	1,000.00			
Miller, Fred C.	299	4 57	3	1,500.00			
Muchae, Alfred G.	388	4 57	3	1,317.50			
Notarberandino, N.	302	4 57	3	1,000.00			
O'Brien, Alex R.	696	3 57	3	314.50			
Orth, Edward	591	4 57	3	1,500.00			
Pantilopoulos, G. G.	438	4 57	3	1,000.00			
Poole, Leslie L.	623	4 57	3	3,000.00			
Powers, Chas. W.	96	4 57	3	1,500.00			
Renaud, Jos. E.	338	4 57	3	828.00			
Richmond, Thomas	479	4 57	3	976.50			
Rummeler, Paul G.	57	4 57	3	500.00			
Russell, D. L.	444	4 57	3	1,500.00			
Rust, Jay A.	30	4 57	3	4,500.00			
Schieler, Theodore	832	4 57	3	786.00			
Short, William E.	172	4 57	3	690.00			
Simpson, Chas. W.	444	4 57	3	1,500.00			
Smith, Archie G.	15	4 57	3	1,500.00			
Spicknall, Frank E.	430	4 57	3	633.00			
Stapleton, Wm. D.	3	4 57	3	1,000.00			
Thurn, Carl H.	567	4 57	3	2,000.00			
Walter, George	913	4 57	3	850.00			
Whittington, L. E.	899	4 57	3	2,533.50			
Wicks, Clifford S.	225	4 57	3	774.00			
Wood, Luther G.	907	4 57	3	2,500.00			
Wyant, John B.	675	4 57	3	2,452.50			
Yensan, Malvern H.	316	4 57	3	1,980.00			
Yowell, Clyde R.	625	4 57	3	3,000.00			
Berry, Howard	774	3 57	4	225.00			1
Brown, Bruce M.	233	3 57	4	225.00			1
Frankard, Anton	189	2 57	4	225.00			1
Champlin, Asa J.	406	3 57	5	225.00			1
Gallagher, Michael	880	4 57	5	225.00			1
Howard, B. M.	795	2 57	5	225.00			1
Brunner, Joseph W.	338	3 57	6	500.00			1
Burks, Charles H.	718	3 57	6	1,000.00			1
Frederickson, Carl	614	3 57	6	1,000.00			1
Hicks, Edwin D.	165	4 57	6	1,000.00			1
Kruse, Henry W.	539	4 57	6	1,500.00			1
Melton, William K.	667	3 57	6	2,000.00			1
Wilson, Albert E.	749	9 56	7	225.00			1
160				\$222,407.50	\$735.00		

### DEATH CLAIMS

64 Regular..... \$ 78,181.00  
3 \$225 retained..... 675.00

67..... \$ 78,856.00

### LOSS CLAIMS

1 Amputation..... \$ 1,500.00  
2 Eye..... 4,429.50

3..... \$ 5,929.50

### ENDOWMENT CLAIMS

1 60-Yr. Endowment..... \$ 2,000.00  
73 65-Yr. Endowment..... 121,139.50  
16 70-Yr. Endowment..... 15,217.50

90..... \$ 138,357.00

Total Claims Paid (160)..... \$ 223,142.50  
Total Amount Paid to date..... \$94,382,909.08

## National Legislative Fund Assessment

OFFICE OF THE GRAND LODGE, BLF&E

418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members and Financial Secretaries of Lodges in the United States:

Sirs and Brothers—By referring to Article 11, Section 10, Paragraphs (a) and (b) on pages 190 of the Constitution, you will find the following:

"(a) There shall be maintained a fund known as the National Legislative Fund.

"(b) Into this fund shall be paid all National Legislative Fund

assessments in such amounts and at such time as may be determined by the International President and General Secretary and Treasurer. This assessment shall be levied upon all members of the Brotherhood holding membership in lodges in the United States except members defined in Section 4, Paragraph (a), this Article. Notice of such assessment shall be forwarded to the financial secretaries of all lodges sixty (60) days in advance of the date assessment is due and shall also be published in the Magazine."

In accordance with the above, you are hereby notified that a National Legislative Fund Assessment for the month of July, 1957, and continuing until further notice, in the sum of ten cents (10c) per member, is hereby levied upon all members of the Brotherhood holding membership in lodges in the United States except members defined in Article 11, Section 4, Paragraph (a), and is due and payable to the financial secretary on or before July 1, 1957.

Any member liable for said assessment, failing or declining to make payments as above provided, will be subject to suspension from the Brotherhood as per Article 8, Section 56 of the Constitution, said suspension taking effect on the second day of the month for which the assessment is levied.



Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer

MEMBERS OF CANADIAN LODGES ARE NOT LIABLE  
FOR THIS ASSESSMENT

## Assessment Notice for July, 1957

OFFICE OF THE GRAND LODGE, BLF&E  
418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members and Financial Secretaries of Subordinate Lodges:

Sirs and Brothers—You are hereby notified that assessments for the month of July, 1957, are now payable and must be paid on or before July 1, 1957, in the following amounts:

INSURANCE PREMIUMS are levied according to amount of insurance carried and rate applicable.

ACCIDENT INDEMNITY INSURANCE PREMIUMS are levied according to amount of benefits as set forth in the policy carried.

GENERAL FUND ASSESSMENT. All members are liable for sixty (60) cents, except those as set forth in Article 8, Section 53, Paragraph (b) who shall be assessed twenty-five (25) cents, and those as set forth in Article 8, Section 53, Paragraph (c), who shall not be liable for General Fund assessments.

Financial secretaries shall collect, and all members except those set forth in Article 8, Section 53, Paragraph (c) shall pay LOCAL LODGE ASSESSMENTS in such amounts as may be determined by each lodge; GENERAL GRIEVANCE COMMITTEE AND LEGISLATIVE ASSESSMENTS as authorized by General Committees and Legislative Boards.

All Grand Lodge assessments must be forwarded on Form B-57 furnished by the General Secretary and Treasurer in time to reach the Grand Lodge office not later than July 20, 1957.

A member failing or declining to make payment as above notified will stand suspended, effective July 2, 1957.

Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer



## Special General Fund Assessment for July, 1957

OFFICE OF THE GRAND LODGE, BLF&E  
418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members and Financial Secretaries of Subordinate Lodges:

Sirs and Brothers—In accordance with Article 2, Section 1 (i) of the Constitution, as fully explained in official circular dated August 1, 1956, addressed to all financial secretaries, you are hereby notified that the Special General Fund Assessment for the month of July, 1957, in the sum of one dollar, ninety cents (\$1.90) is due and payable to the financial secretary of your lodge on or before July 1, 1957.

This assessment is due from all members of the organization except members who are physically incapacitated and unable to perform labor of any kind and those members as set forth in Article 8, Section 53 of the Constitution.

As provided for in Article 8, Section 56, any member failing or declining to make payment of the assessment will be subject to suspension effective July 2, 1957.

Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer



## Special General Fund Assessment Strike Refund

OFFICE OF THE GRAND LODGE, BLF&E  
418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members and Financial Secretaries of Subordinate Lodges:

Sirs and Brothers—Notice is hereby given of an assessment of forty (40) cents per month levied in accordance with the provisions of Article 7, Section 2 (e) to reimburse the General Fund for moneys expended for strike benefits and strike expenses in connection with the prosecution of various strikes.

This assessment is due from all members of the organization except members who are physically incapacitated and unable to perform labor of any kind and those members as set forth in Article 8, Section 53 of the Constitution.

This assessment will appear on your assessment notice for July, 1957, and will continue until further notice. It will also appear in the Magazine thirty days before assessment is due.

As provided for in Article 8, Section 56, any member liable for said assessment, failing or declining to make payment of the assessment, will be subject to suspension, effective July 2, 1957.

Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer



## Special State Legislative Board Assessment, Month of July, 1957

OFFICE OF THE GRAND LODGE, BLF&E  
418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members Liable for State Legislative Board Assessments:

Sirs and Brothers—You are hereby notified that Special State Legislative Board assessment has been levied upon all members liable for said assessment in the state and in the amount indicated below:

California ..... \$0.25

This assessment is due from all members of the organization except members who are physically incapacitated and unable to perform labor of any kind and those members as set forth in Article 8, Section 53 of the Constitution; provided, any member may, if he so elects, pay legislative assessments and be eligible to hold office.

As provided for in Article 8, Section 56, any member failing or declining to make payment of the assessment will be subject to suspension, effective July 2, 1957.

Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer



## Special General Grievance Committee Assessments, Month of July, 1957

OFFICE OF THE GRAND LODGE, BLF&E  
418 KEITH BLDG., CLEVELAND 15, OHIO, JUNE 1, 1957.

To All Members Liable for General Grievance Committee Assessments:

Sirs and Brothers—You are hereby notified that Special General Grievance Committee assessments have been levied upon all members liable for said assessments on the railroads and in the amounts as indicated below:

B. & M. ....	\$1.00
C. Vt. ....	.50
D. & H. ....	1.00
L. & N. ....	1.00
Mo. Pac. ....	.50
N. C. & St. L. ....	.25
N. Y. C.-E. ....	.50
N. Y. C.-W. ....	1.00
N. Y. C.-O. C. L. ....	.25
P. R. R.-E. ....	.50
S. P.-P. ....	.75
W. Md. ....	1.00

A member failing or declining to make payment as above notified will stand suspended, effective July 2, 1957.

Yours fraternally,

H. E. GILBERT,  
President

RAY SCOTT,  
General Secretary  
and Treasurer



## Horse Sense

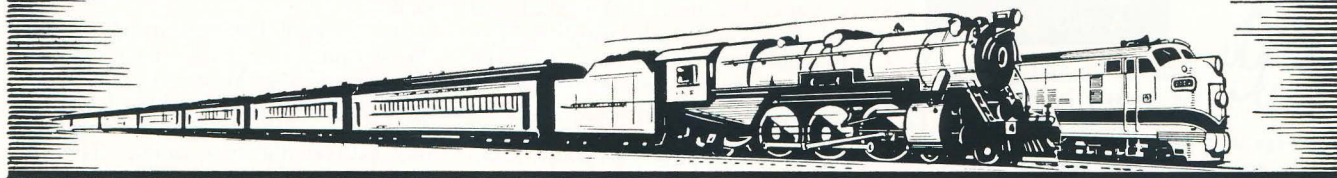
In Mexico City, a one-time union member, who left the jewelry-manufacturing industry to follow his first love—horse racing—passed away but didn't forget his former union brothers in his will.

When the will was probated the union leaders discovered to their amazement that they had been left a promising two-year-old filly, but the will specified that the horse had to be raced. They knew nothing about horse racing but rather than give up the filly they hired a jockey.

On its first time out the horse—named Checkoff by the union—finished a sad last and the disillusioned union leaders were ready to give up on horse racing for good. Then someone told them the jockey they had hired was non-union. The jockey was fired and a union jockey replaced him. From that time on—whether due to the union jockey or not—the horse won consistently.

# The Long Arm of Hap Emory

By HAROLD CHANNING WIRE



SAM Gibson, riding in the dark, came down the trail from the Honey Bee home ranch, reached a fork in the main road, and halted.

Directly across from him loomed a clump of cottonwoods. Peering at them, he struck a match. The flare lasted only long enough to show his bearded face.

"All right, Gibson."

Seven forms detached themselves out of the shadows. Five held back. Two advanced their mounts more rapidly.

"That you Dutch Boyd?" Gibson called.

"You needn't yell it! You're late."

The older man nodded. "I know it, Dutch, and I'm sure sorry to hold you, because I'm not going along."

"What! Say, look here, I don't know as you can draw out on us now; you know too much. What's the matter? You said last week you'd go."

"I meant it. But since then June has come home, and today I decided you'd have to count me out."

Boyd shook his head. "No, I guess not. You're first on the water stream and you'll get first benefit of what we do tonight."

"And I'll be the first one suspected. But it isn't that. If you'd let me do the moving my way, I'd throw in like I promised. But you're taking the lead."

"Yep, I am."

"So I ain't following."

Boyd whirled his horse, "Wait there."

He reached the group in the darkness across the road and said bluntly, "Old Man Gibson's backed out."

A low muttering met this.

"What do you say about it?" Boyd snapped.

"What's wrong," asked one.

"Says it's because his daughter has come home. He can't risk getting in bad on account of her. I guess he knows I'm running this thing to a finish. Well?"

"Oh let him stay. Old Man Gibson knows when to keep his mouth shut."

"All right. Strike out, I'll catch up."

While the six rode on, Boyd paused long enough to say, "You're out of it, Gibson. That means you never heard anything or saw us here tonight."

"I'd hang before I'd squeal and you know it. But my advice is go easy, just move 'em, no more."

"Leave that to me!"

Soon seven men were riding across the deserted flats, straight through the velvety darkness with no guide save the north star hanging low over Snake's Head.

In half an hour Snake's Head, a promontory jutting out from the foothills to form the triangular shape of a rattler's skull, grew more bold against the stars.

Two red fire like eyes glowed upon that wide part of the head nearest the hills. There was a challenge in those eyes, a defiant signal that nesters had come into Jawbone Valley and claimed the one water stream which heretofore had been common property of all cattlemen.

Firm in the belief that a court of law would uphold their claim, they had flung a dam across the creek and brought logs from the mountains to build a home. Though six months had passed, the court had not yet decided whether they were right or wrong. So in this hour the long delay was to be settled.

Seven men rode up Snake's Head and reached a point midway between the two eyes. There the leader halted.

His hand waved toward one fire. "That's the nesters' outfit where they've started the log house. The other is the Mexican camp down by the dam. Four of you come along with me and we'll get the Mexicans first. Two of you boys from the Bar O ride herd on the nester. Don't begin until you hear us, then let 'em have it. Come on."

No word came from the riders. For a moment they paused. Then came the glint of a rifle barrel, a crackle of shots.

A single figure ran out. A bullet spun him instantly back and dropped him.

"Pull the tents down!"

Sounds of shooting from beyond the ring of firelight told that the men above had started their work.

"We'd better go get help," came the final order.

So with two smears of fire at their backs to mark what was left of the Mexican camp, the five raced to be in on the finish of the nester scrap.

Here the killers' work was not being so easily accomplished.

Seven riders surrounding the cabin, pouring their lead through open windows, brought two men out of the door. Their hands were held high.

"Friends! Friends!" a voice began.

One of the Bar O men charged toward them, cutting off the plea with his snarl, "Run you skunks!"

Into the dark they went. Then upon the very threshold of safety, they pitched down, lifeless.

Deliberately the Bar O representative reloaded and turned to obey his leader's next order.

"Fire the house! Get your dynamite

under the dam and let it go. Quick! We've got to ride now."

Another, higher smear of flame burst into the night. A muffled roar and a crash of falling rock told them that the dam was gone. Then seven men vanished by different trails.

Aboard Number Ten, Hap Emory was already out of his berth and in the dressing-room. He was eager for a glimpse of the Jawbone Mountains.

But mainly he wanted to see Conductor Brennen, alone.

Shaving, he stood with attention half on the job, and so caught sight of the familiar white head.

"Hello, Brennen."

The conductor came closer. "Well, you old pup, you! Hello, Hap Emory. How's the Jawbone sheriff?"

"The sheriff's all right, but I don't know about Jawbone itself."

"Been away long?"

"Just a month. Been looking over the state capitol. I'm going to sit there in the next legislature, you know."

Brennen snorted. "If you get enough votes!"

"I will," Hap declared. "I've stumped a good part of the country. My chances look rosy. How are you voting?"

"Me? Don't worry, boy. You've got mine."

"Anyone getting off at Jawbone?"

"Lord, no!"

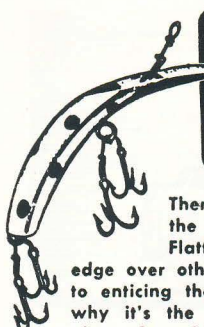
"That's right; Lord, no. I'm not either. Brennen, there's been trouble, something serious, I guess, according to the tone of the telegram I got from my deputy. I want to look around before anyone knows I'm back. I want you to slow this train enough when we pass Ten Mile Siding so's I can pile off. Will you do it?"

The conductor consulted a pad. "Yes. I can tell Easy to throttle down."

By the time the whistle shrieked for Jawbone, Hap was stationed in the rear vestibule, where he could watch from the window without being seen. The town then the depot slid past. Hap crouched back, stooping as the platform flashed past his eyes.

It was gone in a moment and he straightened up, knowing he was beyond sight of the three figures who stood turned toward the departing train. He had seen the look of surprise upon their faces. Retraining for his bag, he reviewed the scene. Dutch Boyd and two hands from the Bar O. These three must have good reason for waiting to know at once when he was in town.

He was at the rear vestibule again when the train slowed for Ten Mile



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Siding so he could let himself down the steps.

Hap stood alone on the desert flats.

Beyond the tracks was the house of a dry-farmer, Joe Carse. Hap walked to it, found the man in his shed and greeted him, saying disgustedly, "Joe, I slept right through Jawbone. Can you beat it? Let me use your telephone, will you?"

"Of course, Sheriff, glad to oblige." Carse started toward the house. Hap stopped him.

"Don't leave your work, I can find it."

Hap went on alone, wanting no one to hear his conversation with his deputy. After that he returned to pass the time talking politics with Carse.

When at last a lone rider appeared leading an extra horse, he said, "Well, there's my man. I'll be going."

Hap met his deputy some distance from the house, mounted the spare horse and rode until the farm dropped out of sight behind a knoll. There he halted.

"Now let me have it, Ed. Must be pretty bad or you could have told me more in your telegram."

"Oh, it ain't too bad. Six Mexicans and two nesters got themselves plugged and roasted. I guess the whole of Jawbone was represented in it. If so, there ain't much to do."

"Not much to do! I don't give a whoop if every man in the valley was there, they've sneaked in a low down job behind my back and they'll hang for it."

"Even," said the deputy, "if June Gibson's old man was one of them? June has come home since you were away. Does that make any difference?"

"No, not a bit," Hap answered. "Sam Gibson wouldn't be in with a bunch of killers."

"Maybe not, but Sam's first on the water those nesters were taking, and he's hot-headed."

"Did you get any evidence?" Hap asked presently.

"I rode over at sunup and collected these." The deputy extended a handful of shells. "I thought I'd better get 'em before someone else did. Those two wrapped up together I found near where the partners were lying dead."

Hap took the brass tubes, putting the pair in a separate pocket.

"The coroner got around just after dawn, too," the deputy added. "Seems like he was mighty quick on the job. He was bought off all right. So there's nothing left."

"Well I'm going to ride over anyway. You'd better go back to town and don't let anyone know I'm here."

The deputy nodded. "If I was in politics," he observed, "and wantin' to sit in the next legislature, I'd not be too danged hard on the cowmen that could put me there. They mostly think you're on their side."

"Ed," Hap asked abruptly, "are you trying to tell me to keep out of this job?"

"Nope. I'm just givin' you an old man's advice."

It was mid-morning when Hap reached Snake's Head. He found that someone,

the coroner according to Ed's report, had truly done a complete job. Not only were the bodies removed, but the ground for some distance was trampled by hoofs, leaving no trace of the first prints made.

He observed the same condition near the stream where two smudges marked the site of the Mexicans' tents. Yet upon returning in a wide detour, he discovered a different set of tracks midway between the two camps. The general direction of a trail was well defined by a wide strip of broken brush.

The path led straight toward the main road. The direction suited him, leading as it did closer to town by way of the Gibson ranch. But in half an hour, coming out upon the hard surface of the road directly in front of the Honey Bee fork, he halted, leaping to the ground.

What had attracted his attention in a swift moment of disbelief, proved to be tracks as freshly made as those which had come across the flat. They were on the home-ranch trail. Here they joined with many others; there they returned up the slope, all done last night.

At once his pleasure in approaching the Honey Bee was gone, turned hateful by duty.

What could he say the the man who had been his friend for years?

His determination to fulfill his oath of duty wavered when he saw June Gibson on the veranda.

It was common supposition throughout the valley that Hap Emory and Old Man Gibson's daughter were "the same as engaged." Hap himself was not so sure of it, even if they had been friends for a long time, ever since he was a cowboy on her father's ranch.

Just returned from boarding school, June was the prettiest girl he had ever seen.

His first words came with difficulty. "June," he managed, taking the hand held out to him, "I'm sure glad to see you."

She drew him onto the steps before speaking. "Come up here and let me see if you really are. Well, Hap, you look the same as ever. How are you anyway?"

Beneath a warm rise of pleasure Hap felt at once a return of their old understanding. Here was the same June Gibson he had always known, except for changes her schooling would naturally make.

"Tell me about it, June, what have they been teaching you out there? Gosh I'm almost afraid to open my head for fear I'll say the wrong thing."

"Don't worry," she laughed. "They taught the same reading, writing and 'rithmetic, only they called it elocution, correspondence and mathematics."

The sun came over the veranda and flooded down upon them. June stood up. "Come in, won't you? I'll have to get Dad's dinner. You'll stay with us?"

He hesitated, recalling his business here at the Gibson ranch. "Well no, June, I'm sorry, but I've got to keep going."

For a full minute of silence she stood

looking at him, the light of her eyes slowly fading.

"Hap," she said then, "did you come here to see me, or Dad?"

"Why, June — " He could go no further.

"So that's it!" June broke in sternly. "I'd almost forgotten you were the sheriff! But I watched you over on Snake's Head this morning through the glasses. Have you come to saddle something on Dad? Well he's in the lot and will be around any minute now, but I want to talk to you first. Hap, if you know anything, you're going to drop it, and if you just suspect you're not going any further."

All at once she had become the tense, flashing spirit that showed so often in the Gibson strain. Hap felt her quiet ease with him was gone; in its place was the sudden fire of family loyalty.

"Of course I followed a trail across the flat and was over on Snake's Head this morning," he said lightly. "But shucks, it's only my duty!"

"Duty!" she cried. "I know your stubbornness. If you decided a thing was your duty you'd hang your best friend. You'd even hang—Hap, listen to me! You'd better go, I don't care how terrible it was, you can't—"

"What's all this, Junie?" Sam Gibson came around the house, catching the girl in his arms as she ran toward him.

"Dad! Don't say a word!"

"Well, there now," he soothed her, brushing her hair with a gloved hand. "What's all the ruckus. Howdy Hap? Have you been saying things to my little girl?"

She raised her head quickly. "He's been trailing you, Dad! I watched him. Now he's come to say you're going to be saddled with something."

Gibson's gray brows knitted. He crossed slowly to the younger man. "Is that so, Hap?"

"I'm afraid June is worried. I've said nothing like it and all I want is to talk with you, Sam, alone if we may."

"Why, sure. June, now it's all right. I'm working down by the corral, Hap, come along."

They walked together in silence until they reached the wooden bars. Hap's first glance fell on a saddle pony within the enclosure.

"Hell sort of broke loose while I was gone," he observed.

"Sort of. But come to the point direct. What do you want of me?"

Without answering, Hap climbed into the corral, lifted one of the pony's hind feet, then dropped it. He returned to the fence heavily.

"Sam, I hoped by a chance of heaven you would have that broken shoe torn off before I got here. Honest I did. Because now I've got evidence that your horse was in the Snake's Head bunch last night. I don't have to tell you how I hate coming here like this. Where does a man's duty end, Sam? I want your advice."

He looked squarely into Gibson's face. "Well?" came Gibson's query. "You're the sheriff, aren't you?"

"Yes, darn it, I'm sheriff and you're the best friend I've got. Besides that I don't need to tell you how I care for June." Hap reached through to clutch the knotted hand that rested on the bars. "I'm bound to a duty, as I see it. Won't you tell me here and now what you know of last night's work? It would save yourself, if it's that bad."

Gibson shook his head. "Not a word."

"I didn't think you would," Hap said.

Gibson turned away as if there was nothing more to be said, yet hesitated, adding, "Don't be influenced by a girl, even my girl. It wouldn't pay either of you. For her sake I wish I could advise you, but being under suspicion I can't do it."

They parted at the corral gate.

Hap rode the rest of the way into Jawbone with the feeling that some power beyond his control was forcing him to act.

His appearance in town caused a sudden flow of life into a street that had been deserted in the mid-day sun. He let his horse walk past the first few buildings, saluting the faces pressed to windows with a wave of his hand. Ahead he saw little groups forming. Then from one group a man strode to his horse at a tie rack, mounted and came on toward him.

"Well, howdy, Sheriff. Back again?"

"Hello, Red. How's the Bar O?"

Hap moved in a little nearer, so his voice need not be heard beyond the rider. "Red," he asked, "been doing any night work lately?"

"Where'd you mean?"

"Oh, maybe around Snake's Head. What sort of devilment was pulled off last night?"

Red grinned. "Devilment? Yeah. I guess there was a fire or something." He squinted from under his hat brim, adding, "You didn't lose no votes by it. We've been gettin' in some good words for you, Sheriff. The ranchers are goin' to send you to the legislature."

"Red," he asked, "who's paying you to save me this way? Outside of your forty dollars a month from the Bar O you don't give a darn about Jawbone or me either. How much would it take to get you to tell the truth?"

"Say, what do you think I am?"

"That," said Hap, letting his horse breast the other aside, "is something I'll answer later."

He went on to the end of the street, left his horse in front of the brick-walled jail and entered a side room which served as his office. The deputy was not in, so he sat alone making a row of empty shells along the table top.

The two Ed had found near the murdered nesters came from his pocket last. He held them in his hand, examining their caps and smooth brass sides that would seem to give no hint of any difference from those on the table. But at the open end of one he paused, and for some time alternately held this and its mate to the window light.

"Well," came a voice over his shoulder, following a familiar shuffle across the

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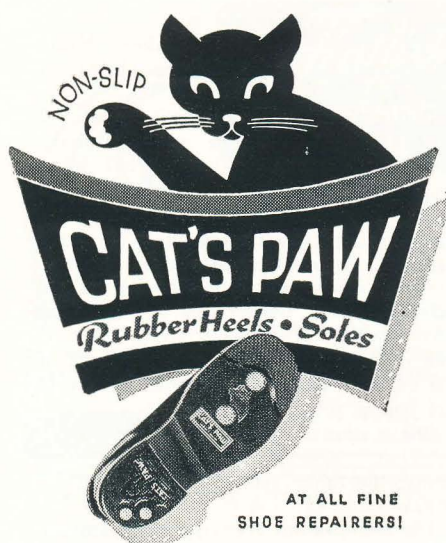


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floor, "Now you've got it, ain't you! A forty-five did the killing. Of course every man in Jawbone don't shoot forty-fives."

"Army forty-fives shoot the same shell as the reg'lar."

"Oh sure." Hap stood up, gathering the collection into his pocket. "What have you been doing?"

"Keeping an eye on that Red from the Bar O. Seems like he's broodin' on an answer of some sort you gave him in the street. Now he's gettin' himself primed on white mule and says he'll be lookin' for big game directly."

"Meaning me?"

"Not unless drink gives the fool more guts than he has now. But when I came away he was fixin' to shoot some bottles off the drugstore shelves. Shall I run him in?"

Ed started to the door. Hap leaped in front of him. "Wait here. I want to do this."

The shooting had drawn little interest, but the sheriff's appearance brought several men toward the drugstore, where Hap found the Bar O hand insisting on another drink of whisky from the soda fountain.

Confronting his man near the counter, aware that several men had strolled in after him, he asked, "What's the trouble, Red?"

There was no reply.

"All right, you'd better come along with me and sleep it off. Let's have your gun."

Red made no move to produce the weapon.

"Give me that gun!"

Slowly Red obeyed.

"That's better," said Hap, and turning away with one hand on the cowboy's arm, confronted a line of serious faces.

"It's all right," he announced. "Red'll be sober by morning, but I'd better keep him from doing too much damage."

He lodged his prisoner within the brick jail. Then he went at once to his table, emptied the chambers of Red's gun and saw that the two exploded shells remained with four live ones.

It took but a moment to examine the pair in the sun, then they joined the first two he had put aside. He dropped all four onto the table, not studying them now. They no longer existed as mysterious brass tubes, they represented men; one of them perhaps Sam Gibson. His hand closed about them. It was symbolic, and he saw the meaning. It was the law closing in.

Here before him were shells all identified by a tiny split at the open end; all shot from the same old-model gun. Red had used that gun, both today and last night. He knew Red. A bribe and a promise would open his mouth. He could hear the confession; Sam Gibson accused. Then he could see himself riding out to bring Gibson to trial. There would be June—

His hand sprung open. His decision could go no further.

Later the deputy found the sheriff still sitting at the table. "Must be danged

interestin'," he declared, "or mighty puzzlin'."

"Both," said Hap, looking up. "How's everything on the street?"

"Black and silent. I've never seen Jawbone so tightmouthed as she's been since you took Red. This afternoon I saw gatherings by twos and threes. The street is empty now, all rode off, but it's my guess they'll be back first thing tomorrow to hear what you've got against him."

Ed departed. Hap wanted to be alone. The riddle of the shells was solved.

Before morning he could have Red's confession, could learn that Sam Gibson was implicated in the Snake's Head job. Gibson's very silence, added to the certain proof of his tracks, was already more than he wished to know. And if he convicted the ranchman on any charge, it would turn June from him forever.

The other way was simple; free Red, destroy the evidence of his shells and drop the whole thing.

A footstep not unlike the shuffle of Ed returning, swung him to the door.

"Howdy, Sheriff?" The speaker stood boldly framed against the dark.

Hap stood up, taking a step from the table. "Hello, Dutch. Want something?"

"Yes. I want Red. You don't usually run the boys in for getting full. I've come to take him home."

"Sorry, Dutch, but he's going to stay here." Hap shot a glance at the ranchman's belt. It carried no gun.

Dutch seemed to read the look. "Don't worry. I'm not wearing irons tonight, but I've come to talk turkey. Lay off Red and drop any hunch you've got about that Snake's Head party. I'm saying this for your own health. You've got six slugs in that gun of yours, but if you shoot 'em all, there'll still be one coming your way. See?"

"Meaning there will be seven Jawbone reps lying in the brush for me?"

"You've about guessed it."

"And if you can't take Red, which would signify that I'll drop the whole case, then what?"

"I'll take you." The answer came casually.

"Well start in!" Hap offered. Red stays locked up."

What appeared in his vision then, came with the swiftness of magic. Dutch did not move. He stood with both hands braced against the door frame, but at his hip gleamed the blue barrel of a gun.

A step to one side showed another man crouched behind him in the dark. "Now, Sheriff, quick and easy. We're just going out where we can reason with you."

Two hard faces told Hap the men were dead set on what they were about. His barest move toward his gun brought a warning snap from the one turned toward him. He knew then his best play was to appear peaceable.

Their work was well planned. With no movement lost, they gathered his collection of shells, blew out the lamp and left the office locked exactly as if he had departed in his usual way. Three horses stood behind the jail wall. With the same swift dispatch he was bound upon

one, his mouth gagged but his eyes uncovered.

Through half an hour's time they rode due north. He recognized their destination. With gruesome meaning they had brought him to the death spot on Snake's Head.

Even as he was released and told to walk into the light of a low-burning fire, he knew the purpose of this trap. Murder cannot end with the first crime.

While the group that was already gathered spoke in low voices, he studied each man, unaware he was counting the number until a sudden fact struck upon his mind. Here were six. Red made the seventh; seven bullets was the way Dutch had warned him. Then Sam Gibson was not one of the gang! Gibson knew them but would not squeal. That was all.

The discovery left him elated, yet it was short-lived in the face of his own position.

"Sheriff," the spokesman for the gathering was Dutch Boyd, "we might as well state it all at once. You're a bright young man and you've got a business head. We're making you a business deal tonight. Sit down."

Hap squatted on a log in front of the group.

"I guess you know who we all are," Dutch continued. "It ain't no secret that we've been here on Snake's Head before. But you ain't going to use your knowledge. You're going to drop this case—saw it off at the butt. You'll write a note to your deputy saying you've found your dope was all wrong and telling him to let Red out. It wouldn't do for one of us to deliver it, so you'll write to June Gibson and have her act as messenger. I guess June'll do a lot to keep you safe and your deputy will do as Old Man Gibson's daughter says if she tells him the right story. We'll fix that up."

Hap smiled dryly. "You said this would be a business deal. Looks as if it is mighty one-sided. What do I get besides my own skin?"

"All you've been wantin'. We reps here just about control the votes that can send you to the capitol—and we'll do it."

For a moment Hap remained silent, thinking swiftly back over a period of his life to a time when the roundup kept him from June Gibson. If he only had the little dictionary now that he and June had used for secret messages. But he had not carried it for years. The men before him were waiting.

"Dutch," he said presently, drawing out a sheriff's letterhead. "I am a business man as you say, and I don't think the figures will show that you control the votes of this valley. If I throw in with you the farm people will buck me. They're getting mighty strong."

He held the blank side of his paper into the firelight. "There are seven of you," he began, writing down the number. "How many hands on the outfits each of you represent?"

The men told him. He continued to put down figures. "Now here's the farmers' side of it."

When that was complete he shook his

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head. "As far as I can see, the thing is about even."

"Oh for God's sake!" someone snapped. "Dutch, do we need to carry on like this?"

"No," said the leader, standing up, "I guess we don't. Sheriff, you can take your pick. Start walkin' back to town or write the note clearin' us and releasin' Red."

"You've got me," Hap admitted. "What shall I say?"

He scratched a line through his figures, a peculiar triangular one which seemed to mark out all the numbers on the page. Then writing on the opposite side of the paper with the imprint of his office giving authority, he put down the message as the killer dictated. When it was finished, Dutch read it aloud.

"Now add a little more," he said, "explainin' that you send this by June while you're on a hot trail for votes down the valley with Old Man Gibson. The one of us that takes this in will fix it with her. Gibson won't object either, and you won't be the fool to try anything afterward."

He folded the paper and gave it to one of his men. "Push along. It oughtn't take you more than a half hour."

Half an hour can mean eternity; so Hap learned waiting there on the crest of Snake's Head. A screech owl soared from a branch, sending its cry into the night. Five men sprang up, hands on their guns.

"Drop 'em! We've got you covered!" The command burst sharply, carrying a hard ring. "The bunch of you lie down. You Hap Emory, get out of there."

No figure showed itself until five men were stretched on the ground, arms outspread, then the deputy shuffled in. Behind him came another, who halted halfway.

Hap started toward this one. Ed's call stopped him.

"Hey there! Get these wallowers tied up. You can do your fussin' later."

So it was not until the prisoners were bound and roped together and started on their way to town, with the deputy riding herd behind them, that Hap Emory was able to reach June Gibson's side.

"June. You really came, too? I didn't mean to ask that."

"No. But I couldn't help it. And dad was not home to keep me back."

They walked out of the firelight and into the dim glow of stars.

Hap's relief left him without words. "You did read it!" he exclaimed at last. "I thought maybe you wouldn't understand."

"I'd understand that lone figure seven on anything," June answered quietly. "In our secret code seven meant 'come' and I knew the triangular line meant Snake's Head. I could guess enough of the rest to know that something was wrong, so I got your deputy and came along." She halted, drawing the sheet of paper from her pocket. "But that last mark, what does it mean?"

Hap met her inquiring eyes with a smile, bent down and kissed her.

"This," he said. "Don't ever forget it!"

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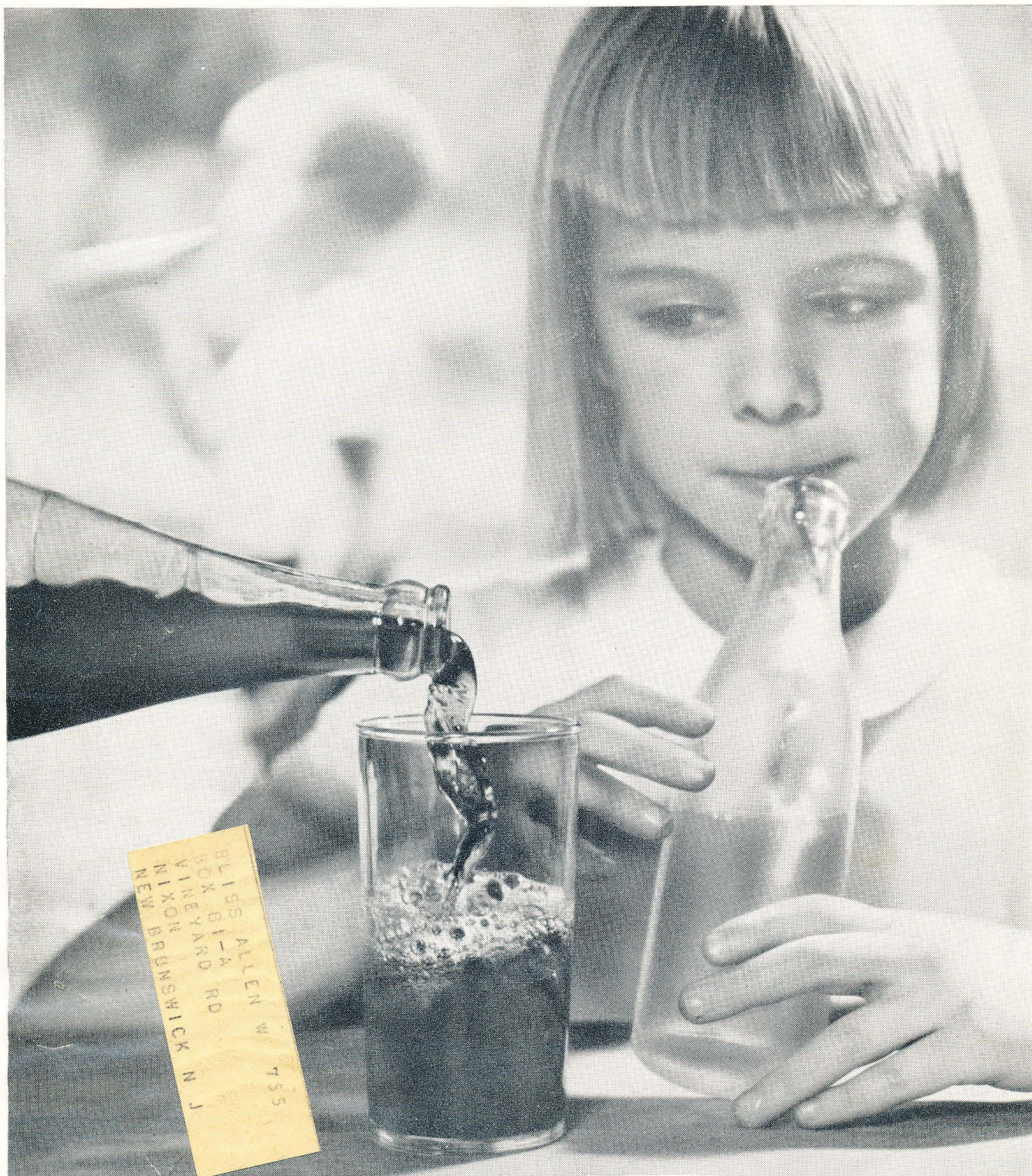
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